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25 AUGUST 2022

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- 1963 FIA Austin Cooper 1293 S
- 1964 Ford Lotus Cortina
- 1965 Ford Lotus Cortina
- 1965 Ford Lotus Cortina Mk1 FIA
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- 1963 Jaguar E-Type S1 3.8 Roadster (FIA papers)
- 1962 Jaguar E-Type Series 1 Semi-Lightweight Coupé (FIA papers)
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- 1982 Jaguar TWR XJS FIA Touring Car to 'Group A' specification
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- 1960 Ex-Works Le Mans Lotus Elite LX 2-litre
- 1971 Lola T204
- 1962 Lotus Seven S2
- 1980 Lotus XI Recreation by Andrew Denton
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- 1964 MGB Roadster FIA/HTP
- 1987 Ex-Works Mitsubishi Starion Turbo
- 1987 Peugeot 309 GTi Rally Car (FIA)
- 1978 Ralt RT1 (FIA)
- 1979 Ralt RT3 F3
- 2001 Subaru Impreza WRC Ex-Richard Burns
- 1999 TVR Tuscan AJP Challenge Car
- 1986 TWR Rover Vitesse SD1 'Group A' Touring Car (FIA)
- 1980 Van Diemen RF80 Formula Ford 1600

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40 years on from when Porsche's 956 made sportscars great again

Endurance racing was at perhaps its lowest ebb before the debut 40 years ago of what was arguably its greatest car. The crucial thing is that Porsche always intended to make its 956 challenger for the new Group C rules in 1982 available to customers. That democratised a branch of the sport that during the preceding few years had been inhabited by a handful of professional teams and a bunch of motley amateurs struggling to get their ageing kit to last six laps, let alone six hours.

Michael Cotton was one of the foremost sportscar writers at the time. He lived the era, so who better to tell the story of the 956 and its close relative, the 962, on p16? Our own enduro doyen Gary Watkins then takes over the mantle on p24 to talk to current Porsche GB scholar Adam Smalley about his experience in a famous 956, and on p28 details the restoration of a little-celebrated 962 that marque legend Hans Stuck describes as his favourite car.

Moving up to date, there's now nothing stopping Porsche re-entering F1 in 2026, as Matt Kew details in our lead news story on p4.

• The Communication Workers Union has called on its members to take strike action this Friday 26 August and over the next two weeks. Royal Mail has developed contingency plans, but the strike could unfortunately affect delivery to subscribers. Autosport will do everything we can to ensure disruption is minimised.

Marcus Simmons
Deputy Editor
Marcus.Simmons@autosport.com

NEXT WEEK
1 SEPTEMBER
Belgian Grand Prix
The F1 summer break ends at Spa. Weather permitting…

Have your say, get in touch

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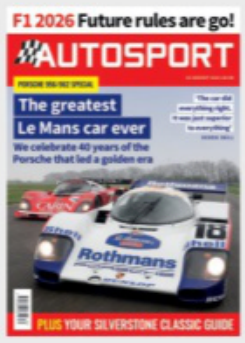

COVER IMAGE
Gary Hawkins

PIT & PADDOCK

4 F1 2026 rules finally get green light
6 Audi titan Rast makes BMW switch
8 New Acura shown in the flesh
11 Belgian Grand Prix preview
13 Opinion: Matt Kew
15 Guest column: Harry King

PORSCHE 956/962 SPECIAL

16 The story of a gamechanger
24 Behind the wheel of a 1987 legend
28 The restoration of Stuck's favourite
34 All the stats from the 956/962 career

PREVIEW

40 Silverstone Classic

RACE CENTRE

44 Tanak masters attrition on Ypres
50 Newgarden's IndyCar oval win
52 World of Sport: Super Formula; NASCAR; Australian Supercars; Indy Lights; MotoGP

CLUB AUTOSPORT

63 Chadwick to make British RX debut
64 Eastwell to return to FF1600
66 Special Brands Vauxhall demo
69 Opinion: Stephen Lickorish
70 National reports: Silverstone; Brands Hatch; Donington Park; Cadwell Park; Mallory Park; Knockhill

FINISHING STRAIGHT

78 What's on this week
80 From the archive: 1963 British GP
82 My favourite car: Hans Stuck

SUBSCRIPTION OFFER

14 Special deals for Autosport

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PIT + PADDOCK

ALL PHOTOGRAPHY motorsport IMAGES

F1's 2026 engine rules are finally done. Now for Porsche and Audi

FORMULA 1

Under the ownership of Liberty Media, Formula 1's audiences have boomed, revenues rocketed, and the US has been cracked. But the automotive market has proved more impervious: Honda has left, and the Alpine and Aston Martin names are rebranding exercises only. But that's now set to change with the FIA finally approving the wording of the 2026 F1 engine regulations. This paves the way for Porsche to enter in partnership with Red Bull, while Audi's grand prix commitment is expected thereafter.

F1 plus the incumbent engine manufacturers and the Volkswagen Group had for several weeks already agreed the framework for the new rules package, which will chiefly drop the MGU-H and move to fully sustainable fuels. But new FIA president Mohammed Ben Sulayem was understood to have been decidedly interventionist to create a hold-up. For instance, Red Bull and Porsche were mooted to announce their 50:50 partnership at the energy drink company's home Austrian GP in early July before a revised 4 August date, only for both dates to come and go. Last Tuesday, though, the World Motor Sport Council formally approved the rules set.

Zhou Silverstone crash triggers roll-hoop changes

SUTTON

To the surprise of few, the current 1.6-litre V6 internal combustion engine — albeit with a reduced rate of fuel limited by energy rather than mass or volume — will largely be carried over. (Sebastian Vettel's carbon neutral-fuelled run at Silverstone aboard his Williams FW14B came too late to herald a return to V10s...) But the ditching of the complex and expensive Motor Generator Unit-Heat is believed to have been a prerequisite for Porsche and Audi to act on the interest of the Volkswagen Group. In line with its environmental push, F1 will shift to fully sustainable fuel to ensure "no new fossil carbon will enter the atmosphere from a Formula 1 car exhaust". The electrical deployment of the hybrid powertrain will increase to 50%, equal to 350kW (470bhp).

A power unit-specific cost cap will also be introduced to theoretically enhance sporting and economic parity. This comes into effect from 1 January 2023. The headline numbers are $95million for the period 2022-25, and then $130m from 2026 onwards, although this excludes marketing, current generation PU activities and the supply of customer teams. New manufacturers are allowed an extra $10m for their first two seasons and $5m in the third. Smaller breaches of the limit will be enforced by financial penalties and "minor sporting penalties", while more serious infringements will be met with championship points deductions.

On the WMSC approval of the new rules, Ben Sulayem, said: "The FIA continues to push forward on innovation and sustainability — across our entire motorsport portfolio — [and] the 2026 Formula 1 Power Unit Regulations are the most high-profile example of that mission.

"The introduction of advanced PU technology along with synthetic sustainable fuels aligns with our objective of delivering benefits for road car users and meeting our objective of net zero carbon by 2030. Formula 1 is currently enjoying immense growth and we are confident these regulations will build on the excitement our 2022 changes have produced."

Meanwhile, at the same WMSC meeting, changes to F1 floor regulations for 2023 were approved in a bid to eliminate porpoising. For next season, the edges of the car floors will

SUTTON

EHRHARDT

Rule agreement will pave the way for Porsche entrance

be raised by 15mm, while the diffuser throat height will also be raised and its edges stiffened. The FIA will require an additional sensor to be run on the floor to monitor porpoising, plus the governing body claims that the tweaks will be implemented in a way that should "avoid any impact on the teams' designs of the mechanical components".

Finally, changes to the roll hoops on cars will also be introduced for next year as a direct result of Alfa Romeo driver Zhou Guanyu's terrifying shunt in the British Grand Prix. Amendments will be required to the top of the roll hoop design, which is aimed at reducing the chances of it digging into the ground. A minimum height for the point at which the homologation test is applied will also be implemented, while there will be a new test to better troubleshoot roll hoops against adverse loads. It is hoped that for 2024, the homologation tests for roll hoops will be overhauled again to further improve safety.

MATT KEW

GIOVINAZZI ENTERS THE EQUATION FOR 2023

FORMULA 1

GALLOWAY

Ex-Alfa Romeo Formula 1 driver Antonio Giovinazzi has moved a step closer to reviving his grand prix career, with Haas revealing that it will run him during the FP1 sessions at Monza and Austin in place of Kevin Magnussen and Mick Schumacher respectively.

The Italian has been on a hiding to nothing racing at the back of the Formula E field for the Dragon team since he was ousted from Alfa in favour of Zhou Guanyu for 2022. But amid uncertainty over Schumacher's Haas future for 2023, Ferrari reserve Giovinazzi will get his first true taste of ground-effects at Maranello's request.

This appears to be a genuine evaluation of Giovinazzi's credentials to partner the contracted Magnussen, since Haas will now have just seven remaining weekends to satisfy the rule that mandates the use of rookie drivers in at least two FP1 sessions.

Giovinazzi, who did seven FP1s for Haas in 2017, said: "Besides simulator driving, it is important to test a true car and I can't wait to put my suit and helmet back on. It'll be an opportunity to get confident with the new generation cars — it's the best way to be ready if I were called as reserve driver."

MATT KEW

BINGHAM

Vettel wants 'green' funding

FORMULA 1

Sebastian Vettel has challenged Formula 1 to reinvest some of its revenue into helping race promoters stage more environmentally sustainable events to offset a carbon footprint hurt by the championship's growing calendar and an increase in spectator attendance.

F1 has pledged to be net carbon zero by 2030. Bans on single-use plastic plus enhanced trackside recycling facilities are already in the pipeline, while Silverstone bosses want to make the British Grand Prix the most sustainable event to ensure its longevity.

Retiring four-time champion Vettel said: "Any type of event that attracts a big crowd has to live up to the responsibilities that come with our times. We attract big crowds in Formula 1. But with that there's more people that need to get to the track, that need to be managed... there's lots of things I think we can do.

"We need to take some of the turnover or money that Formula 1 makes and try and reinvest to the promoters and give them the chance to decide for a better, greener, cleaner solution when it comes to handling crowds and dealing with the event."

FILIP CLEEREN

Audi great Rast defects to join BMW

SPORTSCARS

BMW

Rene Rast is leaving Audi to join BMW. The move, announced last week, brings down the curtain on 11 seasons for the 35-year-old as a factory-contracted Audi driver, which included a trio of DTM titles, two victories in the Spa 24 Hours and one in the Nurburgring 24 Hours. That's not to forget his participation in the Le Mans 24 Hours and Formula E with the German manufacturer.

The announcement last week of Rast's departure from Audi at the completion of this year's DTM at Hockenheim in October was followed this week by confirmation that he is off to BMW next year. What has not been revealed, however, is where he will race with the Munich marque. BMW's statement only said that "a host of opportunities to go racing" await him.

His schedule is likely to be firmed up at the end of the year when BMW launches its 2023 programmes. What looks certain, however, is that he will be part of WRT's factory World Endurance Championship line-up in 2024 with the new BMW M Hybrid V8 LMDh contender. Rast has long-standing links with the Belgian team for which he is racing in LMP2 in this year's World Endurance Championship and stretch back to 2013.

Rast said that the decision to leave Audi "was anything but easy for me", adding that he still "has a few goals in motorsport" that remain unfulfilled. He alluded to a desire to win Le Mans, pointing out that he joined Audi's P1 squad in 2015 shortly before the programme was axed at the end of 2016. The chances of doing that with Audi disappeared when, earlier this year, it canned its return to top-flight sportscars with an LMDh prototype.

"I followed what has been going on at BMW M Motorsport in the past years, and a long time ago I took my first steps in motor racing in Formula BMW," said Rast. "Returning to BMW now, almost 20 years later, is a great story and a logical step for me."

GARY WATKINS

Sprint race shock for MotoGP '23

MOTOGP

GOLD AND GOOSE
motorsport IMAGES

MotoGP will make its most radical grand prix weekend format change of the modern era in 2023 when it introduces sprint races. Promoter Dorna Sports confirmed at last weekend's Austrian Grand Prix that, from next season, a sprint will be held on the Saturday of each event.

The move, first reported by autosport.com last Friday, has been prompted by a decline in interest in MotoGP in recent years. Dorna hopes the sprint race format will offer more value for money to fans and television broadcasters, which in turn could attract more sponsorship to the series.

Unlike F1's limited number of sprint races, MotoGP's will have no bearing on the grid order for the main race. The sprints will run to half the distance of the main grand prix, and half-points will be awarded down to ninth place.

The grid for the sprint will be decided by the same qualifying that will form the grid for the grand prix. To accommodate the sprint, the practice and qualifying format will be changed. Two practice sessions will still be held on Friday, with the combined positions deciding who goes into Q1 and who heads directly to Q2. Practice has been cut on Saturday to one 30-minute session in the morning before qualifying, with the sprint set for 3pm local time.

The warm-up session on Sunday will be removed so track time remains unchanged, despite the addition of a second race.

MotoGP hasn't raced on Saturdays since the Dutch GP moved to a Sunday race in 2016.

The new sprint format was met with mixed reviews from riders. Reigning world champion Fabio Quartararo called it "totally stupid", while six-time MotoGP world champion Marc Marquez told Autosport it would make the series "more spectacular". Many riders also criticised a lack of communication from Dorna over the plans.

LEWIS DUNCAN

NASCAR Kimi Raikkonen ran as high as eighth on his NASCAR Cup Series debut last Sunday at Watkins Glen before a tangle ahead forced his TrackHouse Racing Chevrolet heavily into the barriers. The 2007 Formula 1 world champion made good progress in the wet early stages and held his own as the track dried out. At the start of the third stage, a clash between Ross Chastain and Austin Dillon resulted in the field stacking up, and Raikkonen was fired off by contact with Loris Hezemans. Raikkonen and Hezemans weren't the only Europeans in the field. The Finn's fellow ex-F1 driver Daniil Kvyat was classified one spot ahead in 36th on his second outing in a Team Hezeberg Toyota (as team-mate to Hezemans), while former Le Mans 24 Hours winner and DTM champion Mike Rockenfeller finished 30th – and on the lead lap – on his debut at the wheel of a Spire Motorsports Chevrolet. **Photos by Motorsport Images**

Espargaro move sets up Mir switch to Honda

MOTOGP

Pol Espargaro will make a return to Tech3 and KTM in 2023 on a new two-year deal that paves the way for Suzuki's 2020 MotoGP world champion Joan Mir to join Marc Marquez at the factory Honda squad.

Espargaro made his MotoGP debut with Tech3 Yamaha in 2014 before joining the fledgling KTM project in 2017, and the eight-time podium finisher was pivotal in the transformation of the bike into a race-winning package. He moved to Honda in 2021 but has endured a fruitless time on the troubled RC213V, scoring just two podiums so far over the past two seasons.

From next year, the Tech3 squad will be known as GasGas Factory Racing – a sister marque to KTM. Despite ostensibly being a new manufacturer, it is in name only and Tech3 will continue to run factory-spec KTM machinery.

The identity of Espargaro's (pictured) team-mate is not yet known, although it won't be either current Tech3 rider. Raul Fernandez is close to finalising a switch to RNF Aprilia after agreeing terms to sever ties with KTM, while Remy Gardner told media last weekend in Austria that "in MotoGP, it doesn't look like there's anything" for him. Miguel Oliveira, who looked set for a switch from KTM to RNF, could go to Tech3.

Mir said during the Austrian GP that he is now "very close" to securing a move to the factory Honda squad next year.

LEWIS DUNCAN

ACURA

Taylor plots Acura Le Mans attack

LE MANS 24 HOURS

Wayne Taylor has vowed to do everything possible to take the new Acura LMDh prototype to the Le Mans 24 Hours in the future. The multiple Daytona 24 Hours-winning team boss reiterated his designs on the French enduro after the Honda brand finally unveiled the new contender that Wayne Taylor Racing and Meyer Shank Racing will run in next year's IMSA SportsCar Championship.

"I'm lucky enough to have won the prototype class at Le Mans in 1998 [driving a Risi Competizione Ferrari 333SP] as a driver and, as a team owner, all the big endurance races in North America," said Taylor. "But I have never been in a position to take my team to Le Mans and go for the win overall, but I do have that opportunity now with LMDh.

"I am 110% committed to trying to make that happen, and I believe everyone at Acura and Honda Performance Development [which is masterminding the ARX-06 programme], as well as our sponsors, would like to see it. It can't happen in 2023 because we are fully committed to IMSA and trying to win the championship and the big races, but I'm doing everything in my power to convince people about 2024."

The stumbling blocks for WTR are twofold. Acura is a North America-only brand and its programme for now is fully focused on IMSA. The second is that Le Mans organiser and World Endurance Championship promoter the Automobile Club de l'Ouest has made it clear that manufacturers will have to commit to the full WEC to race at the 24 Hours.

"This programme is built around North America, so I don't know if we could run at Le Mans as an Acura, or maybe a Honda or an HPD," said Taylor. "To do Le Mans we'd have to commit to doing the full season in WEC, which would mean you would need two cars. That's a big deal."

The first photographs of the ARX-06 were released last Wednesday ahead of its maiden public appearance on Friday at the Quail Motorsport Gathering near Laguna Seca, scene of last weekend's Monterey Pre-Union historic races.

GARY WATKINS

Fenestraz joins Nato in all-new Nissan line-up

FORMULA E

Nissan has recruited French duo Sacha Fenestraz and Norman Nato as its Formula E drivers for the 2022-23 season as part of a total overhaul of its line-up, replacing Sebastien Buemi and Maximilian Gunther.

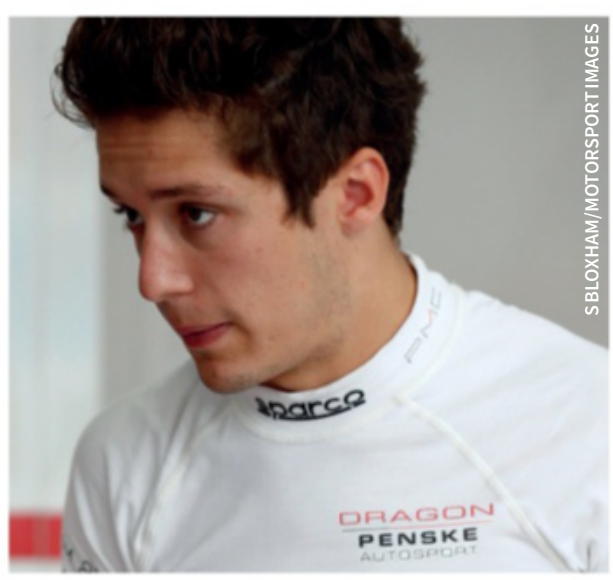
Nato makes his full-time return to FE after driving for Venturi in 2021, while Fenestraz will take on his first full season following his FE race debut in the second race of this month's Seoul finale as stand-in for the injured Antonio Giovinazzi at Dragon Racing.

Fenestraz (right) has focused on his Super Formula and Super GT campaigns in Japan since 2020, but is also well-established in the FE paddock as Jaguar's reserve and development driver for the past two seasons. He took his first SF win at Sugo in June.

"I knew around the time of the Sugo race they were going to give me an answer, yes or no, and finally they said yes just after my win," he said. "Literally as I walked to the press conference, my father called me to tell me the news, so I was doubly happy!"

Buemi, the 2015-16 champion, is expected to join Envision after ending his unbroken FE alliance with Nissan team e.dams.

JAMIE KLEIN



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TOYOTA/McKLEIN

Kankkunen rates hydrogen car

WRC

Rally legend Juha Kankkunen believes that hydrogen power could have a future in the World Rally Championship after driving Toyota's GR Yaris prototype on last weekend's Ypres Rally Belgium.

The four-time world champion demonstrated Toyota's latest hydrogen prototype on its public debut, co-driven by marque CEO Akio Toyoda as the pair navigated through a stage on each competition day. The GR Yaris H2 is based on a road-going version of the car fitted with upgraded suspension. The powertrain was developed in the GR Corolla H2, which was raced at the Fuji 24 Hours in June.

"I don't know what will happen but it is for sure one solution," said the Kankkunen, 63. "Rallies are too long for full electric cars plus they are very heavy and they have no noise, but if you have clean fuel like that I think it will be the future for rallying."

The Ypres event also featured the WRC debut of ex-F1 racer Jos Verstappen, who piloted a DG Sport Competition-run Citroen C3 Rally2 car (below). The 50-year-old father of reigning world champion Max Verstappen was contesting his fifth rally, and led the Masters Cup class before running off the road in stage 13.

Verstappen revealed that he would like to test a Rally1 car, but "I do not want to go against the Rally1 guys. WRC2 cars are good." M-Sport didn't rule out the prospect of fulfilling Verstappen's Rally1 test hopes. "It's great to see people like Jos in a rally car and competing, so you never know," said team chief Richard Millener.

TOM HOWARD

JAANUS REE/RED BULL CONTENT POOL

IN THE HEADLINES

MASI GETS SUPERCARS GIG

Ex-Formula 1 race director Michael Masi is set to become the new Chairman of the Supercars Commission in Australia. He is in line to replace outgoing chairman Neil Crompton, who parted ways with the decision-making panel at the end of June. It appears that Crompton's exit was directly related to this plan to bring Masi into the Commission fold.

WOLFF OUT THE DOOR

Susie Wolff, the ex-racer wife of Mercedes F1 team chief Toto, is stepping down from her role as CEO of the Venturi Formula E team ahead of its tie-up with Maserati for next season. Wolff, who had four F1 FP1 outings with Williams in 2014-15, joined Venturi in 2018 as team principal, a position subsequently assumed by Jerome d'Ambrosio.

VANTHOOR IN FOR RAST

Dries Vanthoor will replace Rene Rast at the WRT LMP2 squad for the Fuji World Endurance Championship round in September. The Belgian factory Audi driver will race the team's lead ORECA-Gibson 07 alongside Robin Frijns and Sean Gelael when Rast is on duty at the Spa DTM round with the Abt Audi team.

FOSTER GETS CLOSER...

Briton Louis Foster moved within touching distance of the Indy Pro 2000 title at the St Louis oval last weekend with just the Portland triple-header remaining. Foster finished fourth after being embroiled in the battle for second in a race won by Mexican Salvador de Alba.

...AND SO DOES BARNARD

Norwich teenager Taylor Barnard scored two more wins in Germany's ADAC F4 series at the Lausitzring last weekend with PHM Racing. He closed the points gap to series leader Andrea Kimi Antonelli, whose Prema team missed the event, with only October's finale at the Nurburgring to come.

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Driving Spa in safety and comfort

Spa-Francorchamps has undergone a major revamp to accommodate motorcycle racing at the home of the Belgian Grand Prix, and customers of leading trackday provider RSRSpa have been able to sample it throughout the summer.

The brainchild of avid trackday enthusiast Ron Simons, who has run the business for over 20 years, RSRSpa and its Nurburgring-based sister company RSRNurburg offer a one-stop solution for all your driving needs, from car rentals to technical support and driver instruction.

For Simons, it's been business as normal at Spa this year despite the changes. Gravel traps have been introduced around the famous track, while barriers have been moved further back at key junctures including the Eau Rouge/Raidillon complex. But the architecture of the track itself is largely unchanged, so remains the same world-renowned challenge as ever.

"It's still how it should be," Simons explains. "The track is still the track."

The only major difference is at the 'No Name' left-hander after the Bruxelles hairpin, which now has two configurations, the new option for bike racing proving popular with RSRSpa trackday customers. "It's something fresh, blind and with a big drop from the apex," Simons explains.

Key infrastructure modifications have been made to the track too, which Simons believes has improved the user experience.

"As a visitor, you will enjoy more options and better services when it comes to accommodation and the dining experience," he says. "A great new small asset on track is the new bar in the lower paddock, a great place to be after a day of driving on track."

Four more opportunities remain this year to book onto an RSRSpa Premium trackday, where the pitlane is kept open, entry numbers are capped and instructors are available for tuition after a mandatory safety briefing.

Drivers can bring their own vehicles, or rent one from RSRSpa's extensive pool. With options designed to appeal to all budgets, this ranges from the entry-level Hyundai i30N Performance to top-end Porsche supercars. RSRSpa has secured the first of two Porsche Cayman GT4 RS 718s that are new to the fleet this year. Simons says demand for the 196mph trackday special is considerable and recommends visitors "to book it for a road trip".

There are now options for drivers without full use of their legs to rent hand-controlled cars at Spa and the Nurburgring. RSR's BMW M2 RSR Edition (370hp) and Volkswagen Golf R REVO Edition (380hp) have been specially adapted by Veigel Automotive and make track driving more accessible than ever before.

Trackday dates are also available on the Nordschleife, where RSR's fleet can be rented for tourist laps. Taxi laps with a professional driver, guided road tours and specialised training at RSR's driving academy are also available.

Further afield, RSRPremium days are scheduled at French former Grand Prix venues Dijon and Magny-Cours in October, with more dates set to be added for 2023. New to the portfolio is RSRItalia, with trackday events at three different circuits planned in addition to exciting road tours.

2022 CALENDAR

RSRSPA (BEL) – Premium Trackdays

DATE	TRACK
18.10.2022 (Tue)	Circuit de Spa-Francorchamps
19.10.2022 (Wed)	Circuit de Spa-Francorchamps
10.11.2022 (Thu)	Circuit de Spa-Francorchamps

RSRNURBURG (DEU)

DATE	TRACK
14.10.2022 (Fri)	Nurburgring Nordschleife
17.10.2022 (Mon)	Nurburgring Nordschleife

RSRPREMIUM (FRA)

DATE	TRACK
18.10.2022 (Tue)	Dijon Prenois
19.10.2022 (Wed)	Dijon Prenois
10.11.2022 (Thu)	Magny-Cours

RSRITALIA (ITA)

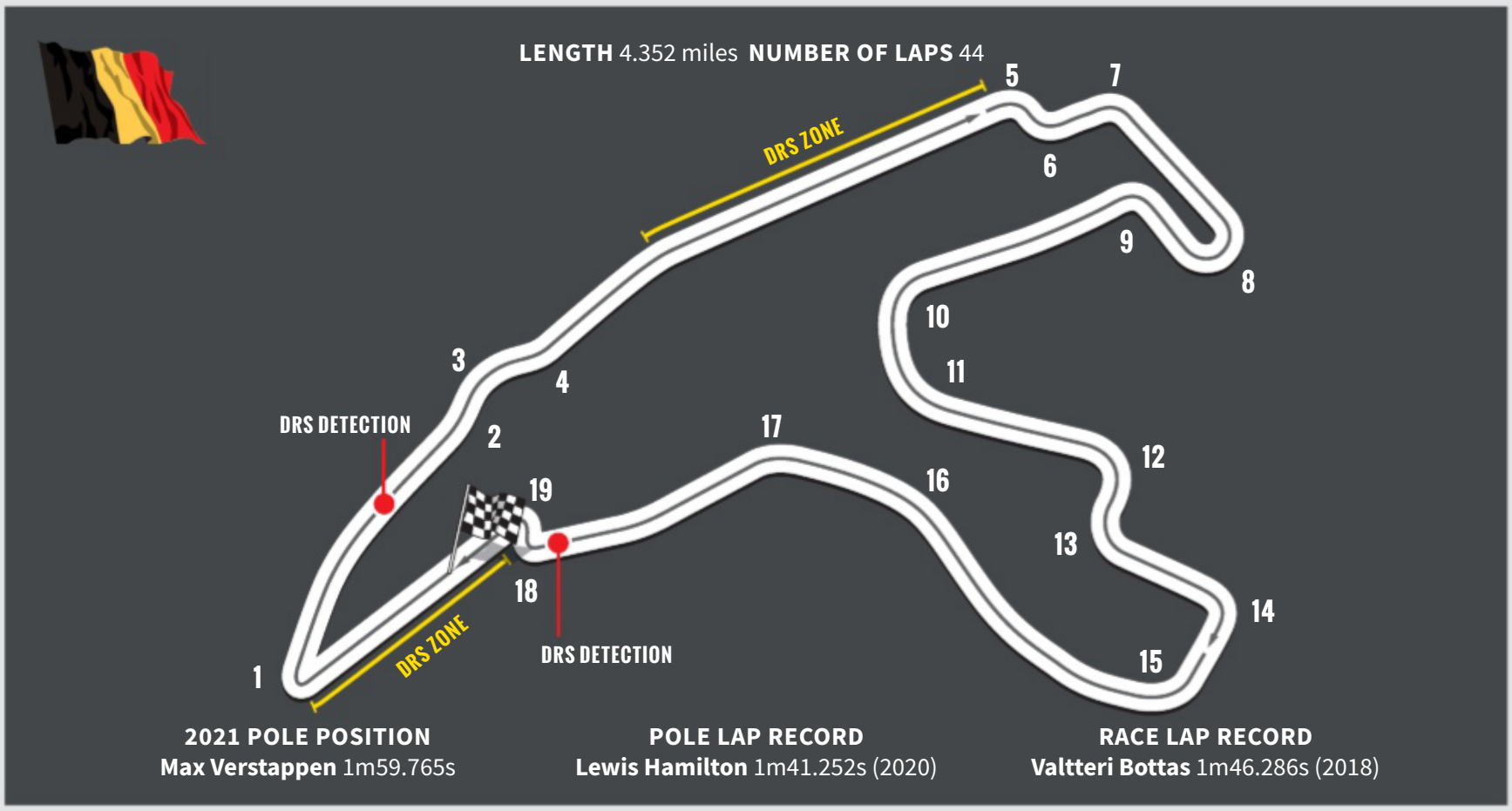
DATE	TRACK
04.10.2022 (Tue)	Mugello
08.10.2022 (Sat)	Misano
14.10.2022 (Fri)	Tazio Nuvolari
17.10.2022 (Mon)	Mugello
18.10.2022 (Tue)	Mugello
23.10.2022 (Sun)	Tazio Nuvolari
02.11.2022 (Wed)	Tazio Nuvolari
23.11.2022 (Wed)	Tazio Nuvolari

RSR Spa RSR Nürburg

MORE DATES AVAILABLE ONLINE AT RSRNURBURG.COM

ROUND 14/22

F1 BELGIAN GRAND PRIX PREVIEW



UK START TIMES

Friday 26 August
FP1 1300 **FP2** 1600

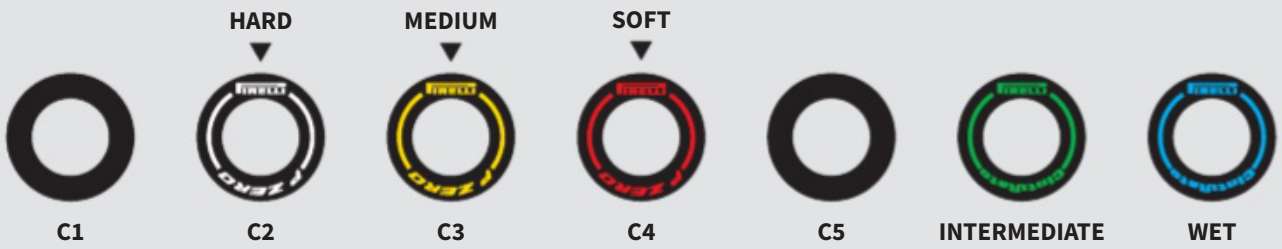
Saturday 27 August
FP3 1200
QUALIFYING 1500

Sunday 28 August
RACE 1400

CATCH THE RACE LIVE
SKY SPORTS F1

HIGHLIGHTS
CHANNEL 4 1830

TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

1	**Verstappen**	258
2	**Leclerc**	178
3	**Perez**	173
4	**Russell**	158
5	**Sainz**	156

Constructors

1	**Red Bull**	431
2	**Ferrari**	334
3	**Mercedes**	304
4	**Alpine**	99
5	**McLaren**	95

Hamilton is catching top five in points
SUTTON

RACE STATS

Previous winners

2021	**Max Verstappen**	Red Bull
2020	**Lewis Hamilton**	Mercedes
2019	**Charles Leclerc**	Ferrari
2018	**Sebastian Vettel**	Ferrari
2017	**Lewis Hamilton**	Mercedes
2016	**Nico Rosberg**	Mercedes
2015	**Lewis Hamilton**	Mercedes
2014	**Daniel Ricciardo**	Red Bull
2013	**Sebastian Vettel**	Red Bull
2012	**Jenson Button**	McLaren

Remember Zolder? Gunnar Nilsson took his only F1 win here in 1977 Belgian GP
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Spa points tallies

Hamilton	184.5
Vettel	157
Ricciardo	80
Bottas	76
Alonso	61
Verstappen	46.5
Perez	43
Leclerc	27
Ocon	23
Albon	18

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Bouncing back

The holidays are over. Now at Spa, Mercedes could be about to find out how far it has progressed from its pain-inducing aerodynamic troubles

MATT KEW

Attempting to savour the final days before travelling to Spa, perhaps Toto Wolff tuned in to *Monday Night Football* earlier this week. After all, the boss of eight-time Formula 1 constructors' champion Mercedes has something of an appreciation for Manchester United, and the Austrian has revealed that he used the club as a case study to understand why great teams decline. If he did watch, Wolff will have seen the Red Devils triumph over Liverpool chiefly by outworking their fierce rivals.

The work ethic of his own Silver Arrows squad is without question, and has garnered constant praise from drivers George Russell and Lewis Hamilton (and Mercedes has no need to bench its own talismanic 37-year-old...). The only thing is, it will have taken the grand prix team far longer to have escaped the doldrums to taste victory this season, should it even get there. Nevertheless, events in Belgium can offer the greatest read of how extreme its ground-effect recovery has been.

In the 21 weeks between the heavily revised W13 machine making its public debut during the pre-season test in Bahrain and the chequered flag of the Hungarian Grand Prix, there were only seven weekends without a race. Add in a hectic travel schedule, and there were precious few days that could be solely dedicated to breaking down the data to troubleshoot a difficult car that was porpoising violently.

"Mercedes could stand a very real chance of pipping Ferrari for second in the championship"

Despite the punishingly tight calendar, Mercedes clearly took steps forward in unlocking the initially recalcitrant W13 to sign off for the summer with a 2-3 result in Hungary. But there's still been a lingering issue with Mercedes truly knowing what makes the machine tick right out of the box. For instance, when the drivers were sent out for practice at the Hungaroring, they were hovering on the fringes of the top 10. That forced the mechanics to turn the cars "upside down", as Russell put it, for him to score pole position. The headline result was stellar, but it was born out of sheer inconsistency.

That's why a trip to Spa can shed light on the current state of play. Should Mercedes deliver pace straight away on Friday and carry it through the rest of the weekend, it will reveal whether a deep dive through the numbers has enabled the team to fully understand what makes the W13 tick, instead of reverting to the massive peaks and troughs it can endure each weekend. And after the nadir of Canada where, according to the 'supertimes' metric, Mercedes had only the sixth-fastest car, Spa could be the fifth race in succession where it is at least in the top three. That would be a surefire indication of the extent and permanence of the gains.

As trackside engineering director Andrew Shovlin puts it: "From a development path, the early part of the season was enormously distracting. You're having to put more and more of your aerodynamicists into understanding the [bouncing] problem. Gradually, we've been getting that resource back into this sort of bread-and-butter aero development. We would say cautiously now, perhaps we've gone from tiptoeing to taking bigger strides."

There might also be a very clear representation of how far Mercedes has come in six months. Keen to watch this new breed of ground-effect machinery in action, Autosport spent several hours trackside during Barcelona testing. It was striking how much the W13 was porpoising. The car was rising and then pounding back into the asphalt well before the braking zone into Turn 1, when the speedometer would be nudging 172mph.

The Spanish straight is 1050 metres long. By comparison, the flat-out rollercoaster from the exit of La Source to when the drivers are slamming on the anchors at the end of the Kemmel Straight is around twice that, and they'll be carrying another 25mph or so. If the W13 can keep its composure in these quicker conditions, the progress will be clear. If it can't, and the car starts the run of nine races to the end of the campaign pogoing as before, then it will likely fall foul of TD039.

Finally, after it was first announced in June in Montreal, the new technical directive comes into force for Spa, whereby the FIA will be recording the vertical forces acting on the cars. This comes after Wolff explained that frequencies of one or two hertz over several minutes can lead to long-term brain damage. Currently in F1, as a result of porpoising, he reckons: "We have six to seven hertz over several hours."

As such, Mercedes, which has at points had the rear suspension raised as high as it will go, and all other teams must comply or be forced into radical and detrimental set-up compromises. If the Three-Pointed Star is within the limit and can therefore maintain its speed, the team can be determined to have made real progress in refining the W13.

Should the Belgian GP not fall victim to the capricious weather this year, the Silver Arrows should be able to show the full extent of their phoenix-like revival. Based on that, Mercedes could stand a very real and somewhat remarkable chance of pipping Ferrari for second in the constructors' as a sign of how far it has come.

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Battling on two Porsche fronts

The Lechner Porsche driver and BRDC SuperStar on his season as a title contender in Porsche Supercup and Porsche Carrera Cup Benelux

HARRY KING

So far my season in the Porsche Supercup has gone according to plan, but opening with a podium at Imola shifted my expectations quite dramatically. Every race we've finished in the top five, which is quite a strong performance in Supercup. We find ourselves only 12 points adrift of the leader [Dylan Pereira] and we're a championship contender, which is quite a cool thing to say. I'm really motivated for the final three races, which are all back to back.

I've scored two thirds and one second place. Getting on the podium at Silverstone was a really big highlight, also our qualifying performance in Monaco. We were P1 for the majority until Larry ten Voorde just pipped us. We would have started on the front row, but unfortunately we got a yellow-flag penalty, which put us fifth. That could have been a big highlight weekend, but we made the best of a difficult situation.

It was very special to get a podium at Silverstone right in front of the British Racing Drivers' Club — as a BRDC SuperStar, it's always nice to have that home support. Being an ambassador for the programme is a very important thing, it gives me a bit more confidence as everybody knows what it stands for. We get a lot of help and support from Andy Meyrick. He's always there to give you advice and, as brutal as it may be sometimes, he's always speaking the truth. And as a driver, sometimes you do need to hear that.

I've been very close many times to getting pole this season. I don't want to be known as that guy who got so close but never did it. It's a two-year agreement I have with BWT Lechner Racing, so there's still lots of time to get those achievements. There's a very fine margin between being a winner and making an error going for those last few points. We don't have dropped rounds in this series, so one DNF can really hurt your chances. You've got to really weigh up the pros and cons.

Spending the year in just one type of machinery is certainly benefiting me. In Cup racing, it's a bit of a black art, you need to make sure you're on top of the car every time you go out. Last year, going from the type-991 in Carrera Cup GB to the 992 in Supercup was difficult. If we had two or three race weekends in a row, in the same car, we found our feet, but every time I began to get my head down and get some understanding, you'd suddenly switch into another car and start from zero again.

King will be pushing hard in final three Supercup races

PORSCHE AG/HOCH ZWEI

The circuits we race on in Europe are very different to the ones in the UK. Tracks like Oulton Park and Knockhill you drive solely through what you feel; you're using different parts of the asphalt for extra grip with different bumps and cambers. The big grand prix circuits are very flat, there's not much undulation and you have to really drive to the set-up of the car and to a proper technique, and this took a little bit of understanding for me.

I put a lot of pressure on myself. I'm sometimes my biggest enemy when it comes to the stopwatch. Last year, going from dominating Porsche Carrera Cup GB to suddenly having a harder time transitioning between two cars certainly got me a bit frustrated. I think I handled it relatively well. The 2021 season was definitely very positive for me to learn things about myself. I've had pretty smooth sailing in most of the championships I've competed in, so to have a time where the going got tough, it was quite nice to grit your teeth and really try and hustle and dig yourself out of it. We did towards the end of the year, and I certainly have a different vision that I carry into racing now because of it.

> **"Cup racing is a bit of a black art, you need to be sure you're on top of the car every time you go out"**

Doing the Porsche Carrera Cup Benelux is a good way to give myself more track time. We've had eight out of eight wins on the road, one where we had a small penalty with a safety car, but besides that it's been faultless. It's nice to have that little bit less pressure on some weekends so you can have the confidence to change the car and really explore, which you can then take into Supercup and have a bit more knowledge. We have most of the odds stacked against us as the next round clashes with Supercup at Spa this weekend, but it would be nice to repay the team with the championship.

The end of the Supercup season all happens very quickly. I'm aiming to start off strong and have good momentum because it moves so fast. I'm fixated on the title because there's no running from that, and I think the competition will get a bit fiercer, a bit more brutal as we get more into it. It'll be exciting to see where we all end up, but it's important to know that I've got a two-year contract so I haven't got to make it all happen this year. But it would be nice to end on a high.

Porsche 956-002 rushes past Goodwood's flint wall, 40 years on from landmark win at Le Mans

PORSCHE

PORSCHE'S LE MANS LEGEND THAT CHANGED THE GAME

The 956 set the bar at the dawn of Group C, and that mark only rose higher through the 1980s, both in the world championship and in the US. Here's why – and how

MICHAEL COTTON

PHOTOGRAPHY motorsport IMAGES

Where it all began, Silverstone 1982. New 956 lines up on pole, but fuel rules thwarted a debut victory

There were deep problems in the Porsche hierarchy in Stuttgart in the late 1970s, and these threatened the company's interest in endurance racing, especially at the Le Mans 24 Hours. Professor Ernst Fuhrmann, the CEO, believed that the rear-engined, air-cooled 911 had a limited lifeline. It could not meet new regulations regarding emissions and noise output that would dominate the 1980s, he thought, and Porsche would depend on a new generation of water-cooled sportscars: the 924, 944 and 928. On a chart in Fuhrmann's office the 911 would stop production in 1984, and development work on the six-cylinder model virtually ceased in 1978.

For Le Mans in 1980, the factory ran a trio of 924 Carrera GTRs, one of them sponsored by Porsche Cars Great Britain for Tony Dron and Andy Rouse. No, they would not win, but they would point to the future. None of this pleased Professor Ferdinand 'Butzi' Porsche, the company's chairman and grandson of the company founder, also called Ferdinand. He was barely on speaking terms with Fuhrmann and put out feelers for a replacement.

Peter W Schutz, a brash American recruited from the Deutz engine company, took office on the first day of January 1981, and a gale force wind of change blew through the company in Stuttgart-Zuffenhausen and at the research centre in Weissach. For Schutz, everything seemed to be doable. Development of the 911 was resumed at top speed, first with four-wheel drive and convertible bodywork options.

"What do we have for Le Mans?" he questioned. The tube-frame 936, winner in 1976 and 1977, was wheeled out, uprated with a more powerful engine, the 917 gearbox and brakes, and was straight away the runaway winner for Jacky Ickx and Derek Bell, setting a new distance record. It was Porsche's sixth outright Le Mans victory, and hunger for more big successes was stronger than ever.

There would be new regulations for 1982, named Group C, which set fresh targets for manufacturers. Engine performance would be measured by fuel consumption, set initially at 600 litres of petrol for a distance of 1000 kilometres, or 2500 litres for Le Mans. This opened up the challenge to any number of manufacturers who could meet a target of efficiency rather than a power race. A figure of around 600 horsepower would be sufficient to start with and Porsche, BMW and Lancia were interested straight away. Mercedes, Jaguar, Toyota, Nissan and Mazda all later entered the world sportscar championship — known under several monikers — and from that point of view Group C was a highly successful series through the 1980s.

Porsche's new Group C car, designated type 956, was a clean-sheet design, with an aluminium monocoque and, a 'first' in sportscars, under-floor venturi that provided ground-effects, allowing higher cornering speeds. A small team of engineers started work on the design in July 1981, comprising Horst Reitter, responsible for the chassis design, Norbert Singer for the body layout, and Eugen Kolb for the design. The new regulations were not finalised until October 1981 and by then the new design was well advanced. In fact, the first roll-out test was conducted by Jurgen Barth at Weissach in March 1982, immediately followed by a lengthy test at the Paul Ricard circuit.

"All the suspension of the 956 was new, but the really big jump was ground-effect," Singer recalls. "We were looking for the high downforce numbers we achieved with the Can-Am cars, which only relied on conventional aids such as body shapes and wings." In 1977 the Lotus 78 had started the ground-effects movement, and by 1981 the entire Formula 1 grid had the benefit of such high downforce. "At first we

ACHIM STROTH

Kremer team manager at the helm when the team finished third at Le Mans in 1983 and won Daytona in 1995

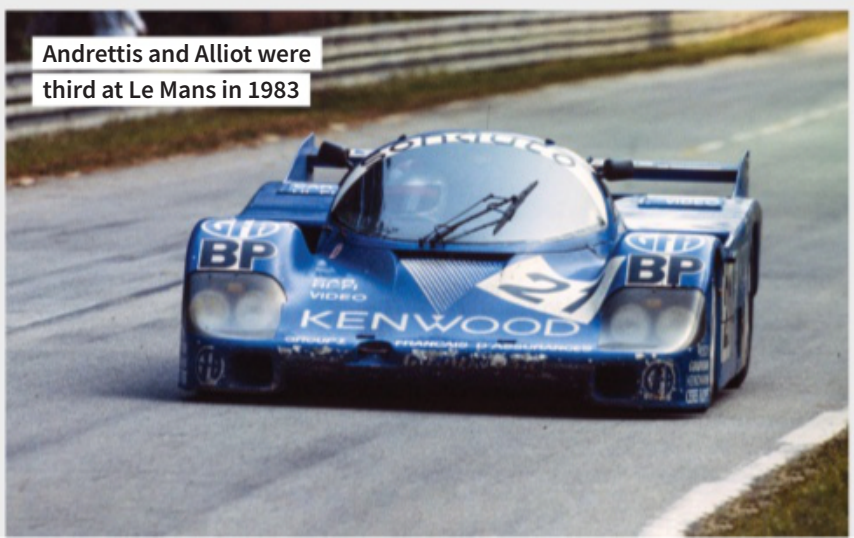
"Kremer wasn't planning to run a 956 when the first customer cars were released for 1983. We'd decided to continue developing our own CK5 Group C design, but Porsche France approached us with a proposal to run the Andrettis, Mario and Michael. They had a sponsor and wanted something with the same look as the Rothmans cars that had won the year before.

"They convinced us to run a 956, but the problem was that there were no cars available. The first run of customer cars were all sold out. Alain de Cadenet had an option on a car, but was running out of money, so I flew to London to see him. Let's say I went equipped to buy the option off him there and then.

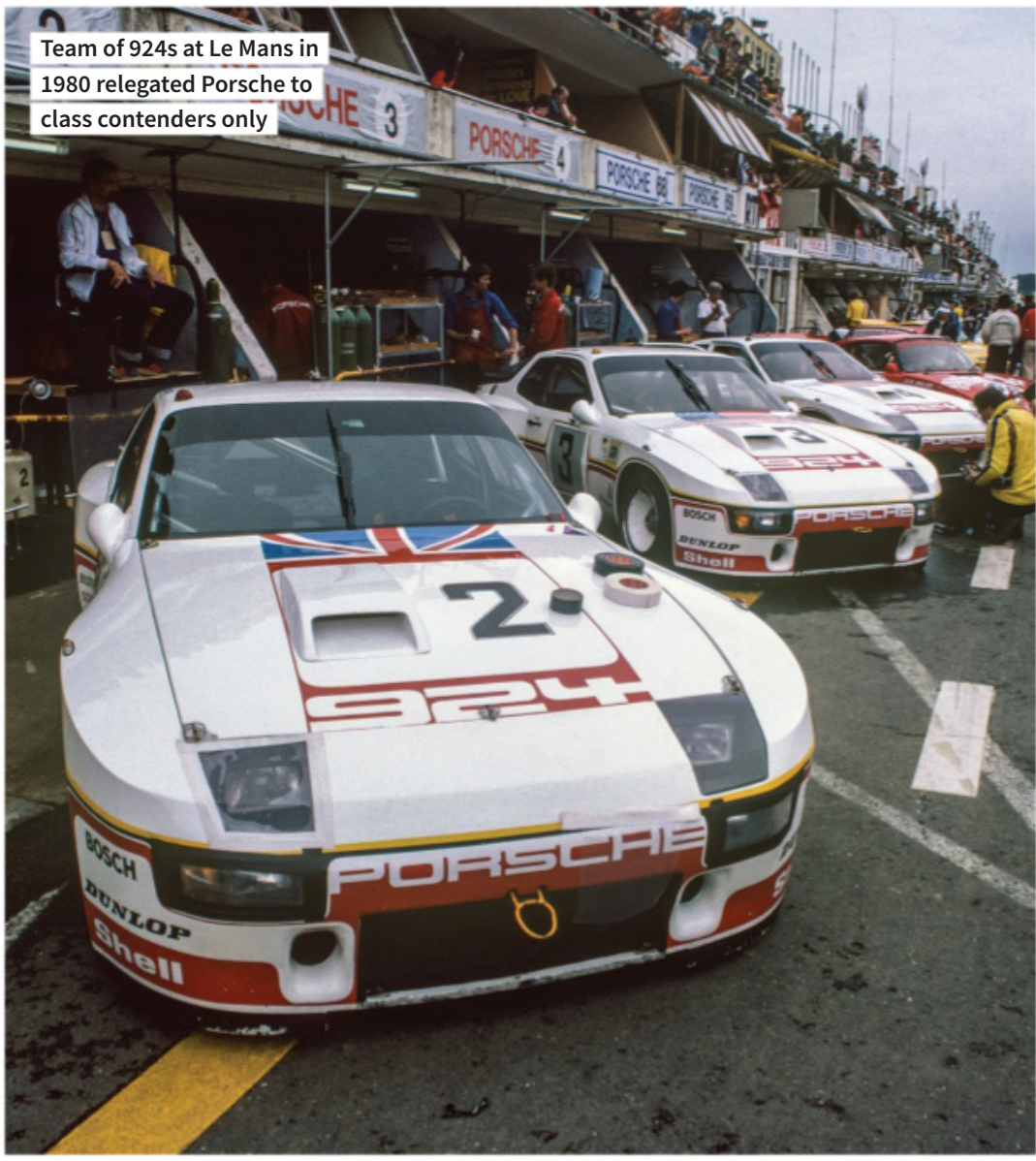
"We got the very first customer 956, chassis #101, and ran it at the Silverstone 1000Km with the long tail because we didn't have time to put it in short-tail configuration. From there we went to Le Mans with the Andrettis and Philippe Alliot and finished third.

"Once we had the 956 it didn't make sense to continue development of our CK5. The 956 was the better car and we had the support from Porsche. That was the beauty of a 956 or a 962 – Porsche had parts, equipment and technicians in the paddock to help you run it. That made it an easy car to run and explains why so many private teams, even some at a more amateur level, could run it with relative ease."

GARY WATKINS



Andrettis and Alliot were third at Le Mans in 1983



Team of 924s at Le Mans in 1980 relegated Porsche to class contenders only

"WE KNEW WE COULD RACE FOR 24 HOURS BUT WE COULD NOT BE SURE ABOUT DURABILITY AT LE MANS"

put skirts on the windtunnel model because they had them in F1 cars and we understood that when they worked properly you get a big benefit," says Singer. "We got bad results, though. We had to learn that to get the benefit on a sports-racing car you need to have air coming in from the sides."

So the skirts were binned, and when the prototype 956 was subjected to tests it was found that the monocoque was 80% stiffer than that of the 936. The downforce figures were not calculated, but on the Weissach skid pan the 956 was generating 10% more lateral g-force than the 917/10. The prototype was driven on pavé for 1000 kilometres to detect any weaknesses, 1000 kilometres at Ricard and 30 hours on the rolling road simulating the Le Mans cycle, before the first three production cars were built for Le Mans.

They were down to the minimum weight and had 'langheck' bodywork, with longer tails for higher top speeds, and reduced downforce. In fact, says Singer, the cars were exactly the same length, 4800mm, according to the regulations, but the tail/wing section was lower. The top speed at Le Mans was 355km/h (220 mph), about the same as the 1981 936 but with much higher cornering speeds.

"We knew we could race for 24 hours but we could not be sure about the car's durability at Le Mans until we actually went there, because testing and racing are different," says Singer. "There was no time to make any changes before the first race, at Silverstone, but fortunately no significant weaknesses showed up."

The 956 was powered by the same 2.65-litre six-cylinder engine prepared for the ultimate 936, with water-cooled cylinder heads and four valves per cylinder. A pair of KKK type K2 turbochargers boosted the power to 620bhp, and drive went through a five-speed synchromesh gearbox, an item that was heavier than a dog-ring »

DEREK BELL

The most successful driver across the world championship and IMSA in the 956/962 with 32 victories

"When I look at all the Porsche 956s and 962s that Porsche have brought together at various events this year, I think those are the cars that made my career. I got picked up by Porsche for Le Mans in 1981 to drive the 936 at a time when I was only doing a handful of races a year and was seriously considering stopping racing. I was staggered they put me with Jacky Ickx. I thought I'd be some kind of fourth driver in the second car, but Manfred Jantke told me after I signed, 'Now I have the two best sportscar drivers in the world.'

"After Le Mans Professor Bott told me that he'd like to speak about the Group C car. The reality was I didn't know what Group C was, but he asked me if I wanted to drive their new car, and my only thought was, 'Where's the contract!' He told me that they were building a monocoque chassis for the first time and they were building a car with ground-effects aerodynamics from the first, but added, 'We have never been wrong before.' That's pretty much what he said word for word.

"The 956 and the 962 were just cars that you got in and drove, and didn't realise you were going so quickly. I'd get out during testing, and I'd be told I'd done such and such a time, and I'd think, really, I wasn't even trying. The car did everything right: it didn't roll, it was stable under braking and stable on the straights. It was just superior to everything I had driven before."

GARY WATKINS

box but was designed to be customer-friendly. Porsche planned to build a lot of cars!

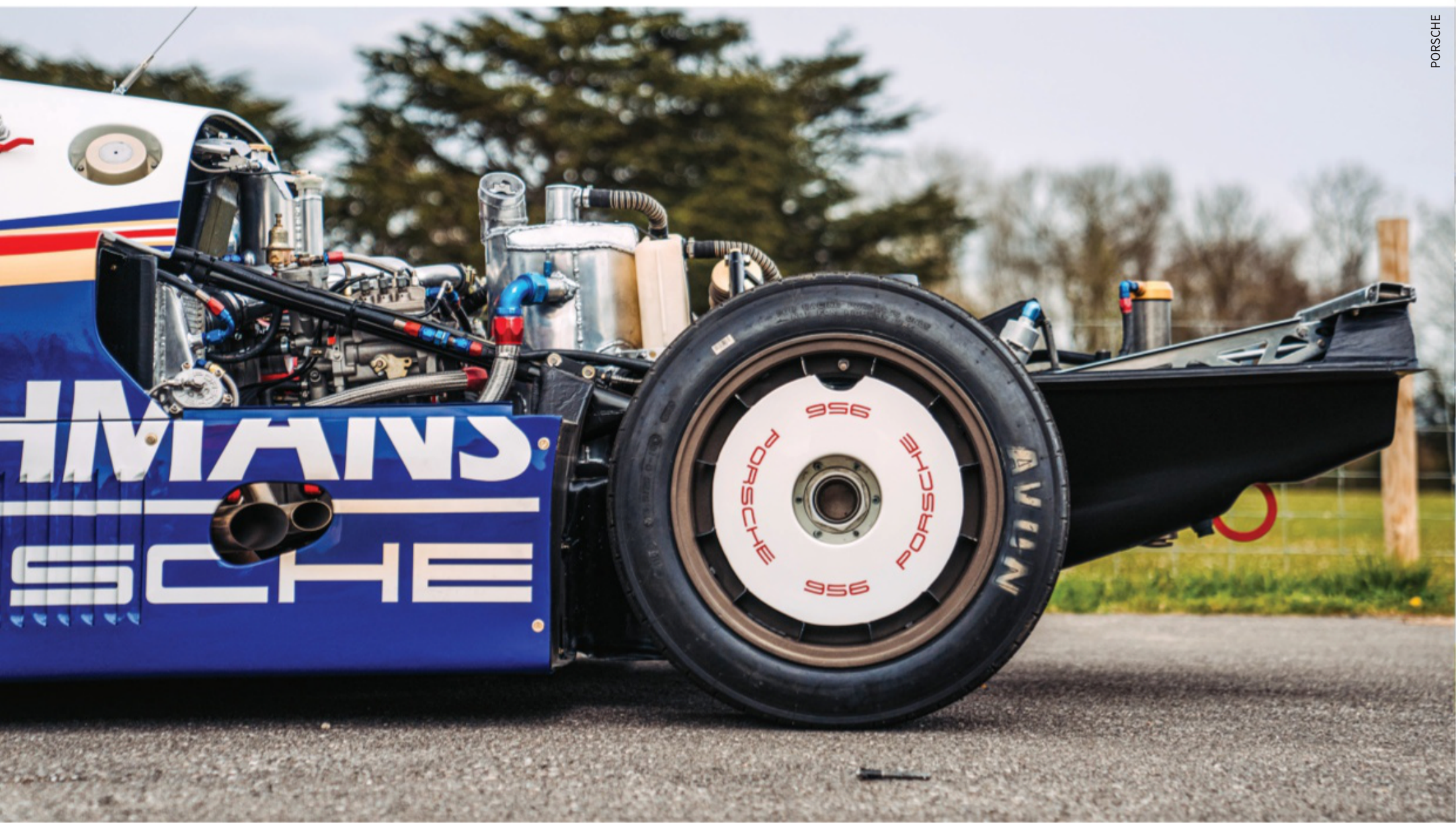
The first outing was at Silverstone in May, a world championship race that also featured the Group 6 Lancia LC1 that could race for victory, but would earn no manufacturer points. The Porsche was seen for the first time in the blue-and-white colours of Rothmans cigarettes, but Porsche's team manager Peter Falk realised straight away that it wouldn't be a straight contest. For historic reasons the event was billed as the 'Silverstone 6 Hours' at a likely average of 190 km/h, so the 956 would have to race more than 1100 kilometres on 600 litres of fuel. No more than five stops were allowed, so the cars had to be driven near the bottom of the tank each time.

A protest was rejected, and (as press and PR manager for PCGB) your writer was asked to intervene, but clerk of the course and British Racing Drivers' Club secretary Pierre Aumonier was adamant: "Our race is advertised as the Silverstone 6 Hours and that's what it must be. Porsche can still earn the Group C world championship points."

Jacky Ickx comfortably secured pole position and led the early laps, but it was soon apparent that he was well outside the fuel target, and he and Derek Bell had to reduce speed and see Michele Alboreto and Riccardo Patrese disappear into the distance in their Lancia. In fact, the 956 was driven mostly in fifth gear for half the race just to reach the chequered flag. Ickx and Bell claimed second place, and full points, three laps behind the Lancia, feeling thoroughly disappointed. They had covered 1118 kilometres, which Porsche counted as experience. Reinhold Joest's modified 936C claimed third place, and points, with Bob Wollek and the Belgian Martin brothers driving.

Next stop Le Mans. Three new Porsches — 956-002, 003 and 004 — were prepared, completing only a shakedown at Weissach, and the plan was to run to a strict schedule and check where they were after 12 and 18 hours. Fuel consumption was not a major concern, and Ickx and Bell enjoyed another copybook run to complete 359 laps, four more than the

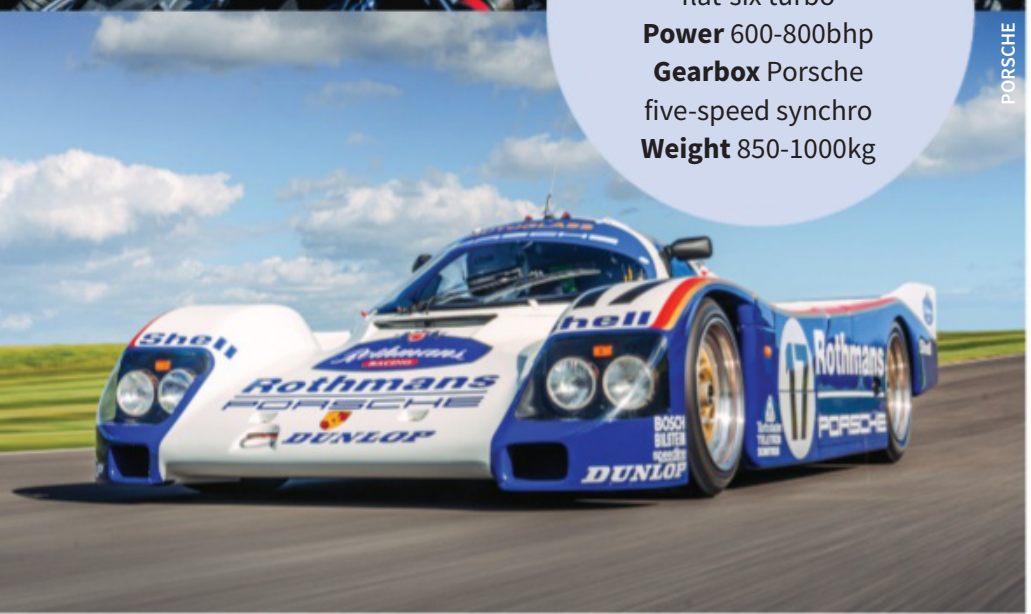
"NO MORE THAN FIVE STOPS WERE ALLOWED, SO THE CARS WERE DRIVEN NEAR TO THE BOTTOM OF THE TANK"



PORSCHE

Boutsen/ Hobbs Kremer Porsche leads works cars and Richard Lloyd entry at start at Spa in 1984

PORSCHE



PORSCHE

TECH SPEC

Seasons 1982-99
Engine 2.65-3.2-litre flat-six turbo
Power 600-800bhp
Gearbox Porsche five-speed synchro
Weight 850-1000kg

previous year. It was the sixth Le Mans success for Ickx, leading the sister cars of Jochen Mass/Vern Schuppan, and Al Holbert/Hurley Haywood/Barth. It was a real tour de force by Porsche, demonstrating clearly that a new era in endurance racing had just opened.

After that the 956 was almost unbeatable in the 1982 season. Mass and Ickx won the Spa 1000Km ahead of Bell and Schuppan. They won again at Fuji, and that might have ended the factory programme save for the Brands Hatch 1000Km in October, counting only for the drivers' championship. Porsche had comfortably secured the World Endurance Championship manufacturers' title, but Ickx needed to beat Patrese to claim the drivers' crown.

Would they compete or wouldn't they? Strings were pulled, Rothmans chipped in, and 003 was prepared at short notice to take on the Lancia LC1 of Patrese and Teo Fabi. Two 'works' Ford C100 DFL-engined cars were on the grid, as was Hans Stuck in Peter Sauber's BMW turbo-powered C6.

Kentish weather was at its worst. It pelted with rain at the outset, and after nine laps the two Fords collided and went off the track, damaging the barriers and forcing a stoppage. Stuck was ahead; Ickx was third, 10.4 seconds adrift; and Fabi was eighth, 6.4s behind the Porsche. This was significant.

Stuck led the restart (and marked his card for later recruitment to the Rothmans Porsche team) until his engine failed, and Fabi went scuttling into the lead in the Lancia, on a drying track, untroubled by fuel consumption. Bell was told to stay out, on worn tyres, to save a pitstop, and when Ickx took the wheel for the last hour he had a »

SUTTON

Ickx celebrates his world title with favourite partner Bell at Brands Hatch

"'WAIT A MOMENT', I SAID TO PETER FALK. ICKX WAS SIX SECONDS AHEAD SO ON AGGREGATE HE HAS WON!"

deficit of more than a minute. But he had plenty of fuel, and set off on an epic chase, passing backmarkers at an astonishing rate. When the chequered flag came out he was just two seconds behind Patrese, and faces were downcast in the Porsche camp. "Wait a moment," your writer said to Falk. "Ickx was six seconds ahead when the race was stopped so on aggregate he has won!" So he had, by 4.7s, and bagged the World Endurance Championship for drivers into the bargain!

Teams were clamouring for the 956 and Porsche initially made nine customer cars for the 1983 season, sold to Reinhold Joest (who bought two), the Kremer brothers, John Fitzpatrick, Hans Obermaier, Richard Lloyd, Nova Engineering in Japan and Preston Henn in the States. Three more were built, and two sold, before the end of the season. It was the start of perhaps the finest customer programme in motorsport history, Porsche filling the grids and giving opportunities to not only crack privateer squads but also amateurs wanting to play on bigger stages. True aces could master it, but the less-experienced or talented could also feel comfortable in it.

Porsche dominated the 1983 season, and how! Wollek and Thierry Boutsen won the opener, the Monza 1000Km, in Joest's new 956, narrowly ahead of Mass and Ickx in their works car, by dint of stretching their fuel an extra lap while 'MIX' had to conserve fuel in the closing stages. But after that it was business as usual for the factory team, followed by the customers. They claimed the top five positions at Silverstone and, incredibly, nine of the top 10 places at Le Mans, interrupted only by the Sauber-BMW C7 in ninth place. "Nobody's perfect," Porsche advertised.

A similar pattern followed in 1984, Porsche winning 10 of the world championship's 11 rounds — the only one missing was Kyalami, which the 956s didn't attend, and was won by the Lancia Martini team's Ferrari-powered LC2. The Rothmans squad also missed Le Mans, thanks to a spat with the FIA over fuel consumption, and this was famously won by Klaus Ludwig and Henri Pescarolo in Joest's customer 956-117, which even more famously would also win the 24 Hours in 1985.

In the US, the IMSA organisation had its own rules that barred the 956 on at least two counts. The foot pedals were in line with the front wheels, which was a safety concern, and the advanced twin-turbo engine was not allowed. So Singer revised the Group C car by extending the wheelbase forward by 120mm, so that the driver's feet were behind the front axle line, integrating the steel safety rollcage, and increasing the wheel diameter to 19 inches in order to increase the tyre's footprint without increasing the rim width. The 962 was born, and for the American market it was sold with the 935's 3.8-litre, single-turbo engine. Crucially, engine power was limited by air restrictors, not by fuel consumption, and since air is not rationed the drivers could race harder and faster.

Singer managed the 962's debut in the States, Porsche entering the 'prototype' for Mario and Michael Andretti in the 1984 Daytona 24 Hours. It showed well but retired after five hours with a gearbox failure. A build series then began at Weissach, first the 962 for IMSA and later the 962C for the world championship, in 1985. Bruce Leven, Bob Akin, Preston Henn and Al Holbert were the first Americans to take delivery of the 962, along with US-based John Fitzpatrick, and clearly Holbert was Porsche's prime customer, as was Joest on the world stage.

Ironically it was Fitzpatrick and Henn who gave the 962 its European and Le Mans debut in the absence of the Rothmans factory team. Henn's car, chassis 962-104, raced with the IMSA single-turbo engine in the GTP category, Fitzpatrick with a 956 engine in chassis 962-105, a 'hybrid' forerunner of the 962C series. Neither finished the race.

Holbert invited Bell to partner him in the IMSA series and they chalked up the first of many successes at Mid-Ohio in June 1984, soon followed by victories at Watkins Glen, Road America, Pocono and the

Porsches dominated IMSA scene, with Al Holbert (left, number 14) reaping great success

Singer pulling a night shift with Bob Wollek

NORBERT SINGER

Led development of the 956 and the 962 right through until 1994 and the Dauer 962 LM Porsche

"The GT era was coming after the end of Group C and it made sense for Porsche to be involved. We'd raced the 911 Turbo S LM at Le Mans in 1993 and had an improved version under development, but the rumour was that McLaren was coming with its F1 supercar.

"The story was that they would come in 1994. We were wrong of course, because they wouldn't arrive until 1995, but that was the rumour. Our research and development boss Horst Marchart asked me if we could beat the McLaren with what we had planned. I told him no. The reasons started with the McLaren architecture and continued with that big BMW V12. I said we had no chance of winning the GT class, so he gave me a week to come up with a new idea.

"Jochen Dauer had this idea to produce a road car out of his old 962s that he had sitting around, had shown a kind of concept at the Frankfurt motor show, and wanted Porsche to help him to homologate it for the road. I thought we could make a GT1 race car out of what he was planning.

"We took the last two 962 chassis out of stock and produced a car that was very different to a regular 962. It weighed 1000kg, had different aerodynamics, including a flat floor, and narrower tyres. It was almost a new car and definitely a GT car. We went to Le Mans trying to win in GT, but we got lucky and won overall."

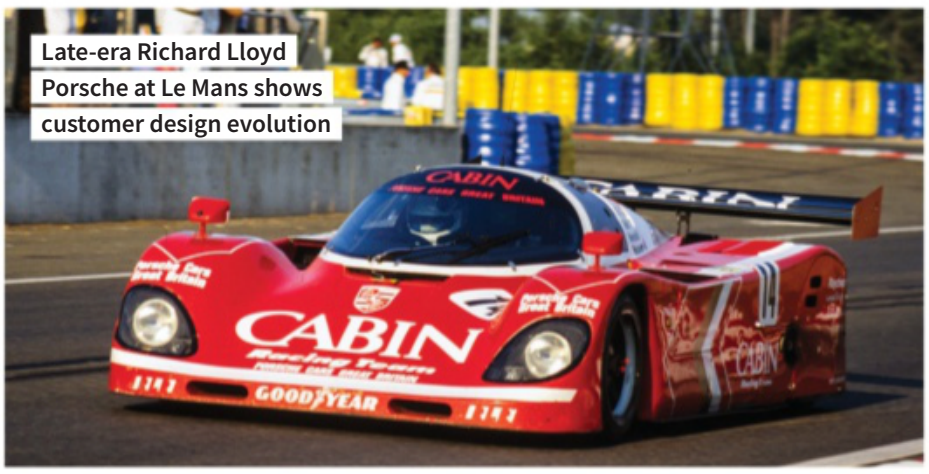
GARY WATKINS

Daytona 3 Hours, to finish equal third in the drivers' championship.

Holbert then won nine of the 17 rounds in 1985, six of them with Bell, to finish first and second in the drivers' championship, and six more in 1986, again champion driver. Holbert was appointed Porsche's North American motorsport manager in 1986, and oversaw the company's ill-fated Indycar efforts.

In all, Porsche manufactured 17 956s in 1982-84 and 91 962s until the run ended in 1991, and then a GT transformation entered for Le Mans in 1994, which chalked up Porsche's 13th event victory. But that was only part of the story.

A number of Porsches were modified with bespoke chassis, in honeycomb aluminium or carbonfibre, to increase stiffness and crash safety. Richard Lloyd commissioned Nigel Stroud to design a honeycomb chassis for GTi Engineering, which was raced by Jonathan Palmer and Jan Lammers. John Thompson made a series of eight in carbon, Fabcar in the States made a honeycomb series that were dispatched to Weissach for finishing, and Al Holbert Racing made a honeycomb series with HR added to the chassis plate.



Late-era Richard Lloyd Porsche at Le Mans shows customer design evolution

Porsches won the 24 Hours of Le Mans seven times in succession, between 1981 and 1987. Bell and Holbert won the Daytona and Le Mans (along with Stuck) 24-hour races twice in succession, in 1986-87, to accomplish 96 hours of round-the-clock excellence. Bell was Porsche's most successful driver in that era, with 32 wins in 956 and 962 models in the world championship and in IMSA.

"We thought we would make maybe 10 cars, we never imagined we would make more than 100," reflects Singer. The Porsche 956 won 25 world championship races between 1982 and 1986, 11 in the All-Japan championship, plus a hatful in series such as Germany's Deutsche Rennsport Meisterschaft and Interserie.

The 962 and 962C did even better, winning over 100 major events in Europe, the US and Japan, and it took the best efforts of Tom Walkinshaw and his Silk Cut/Castrol-backed Jaguar XJRs to break Porsche's dominance with Daytona and Le Mans victories in 1988.

These ground-effects Porsches set staggering records, formed the mainstay of grids on both sides of the Atlantic, gave many drivers the chance to experience new levels of performance, and truly changed endurance racing across the globe.

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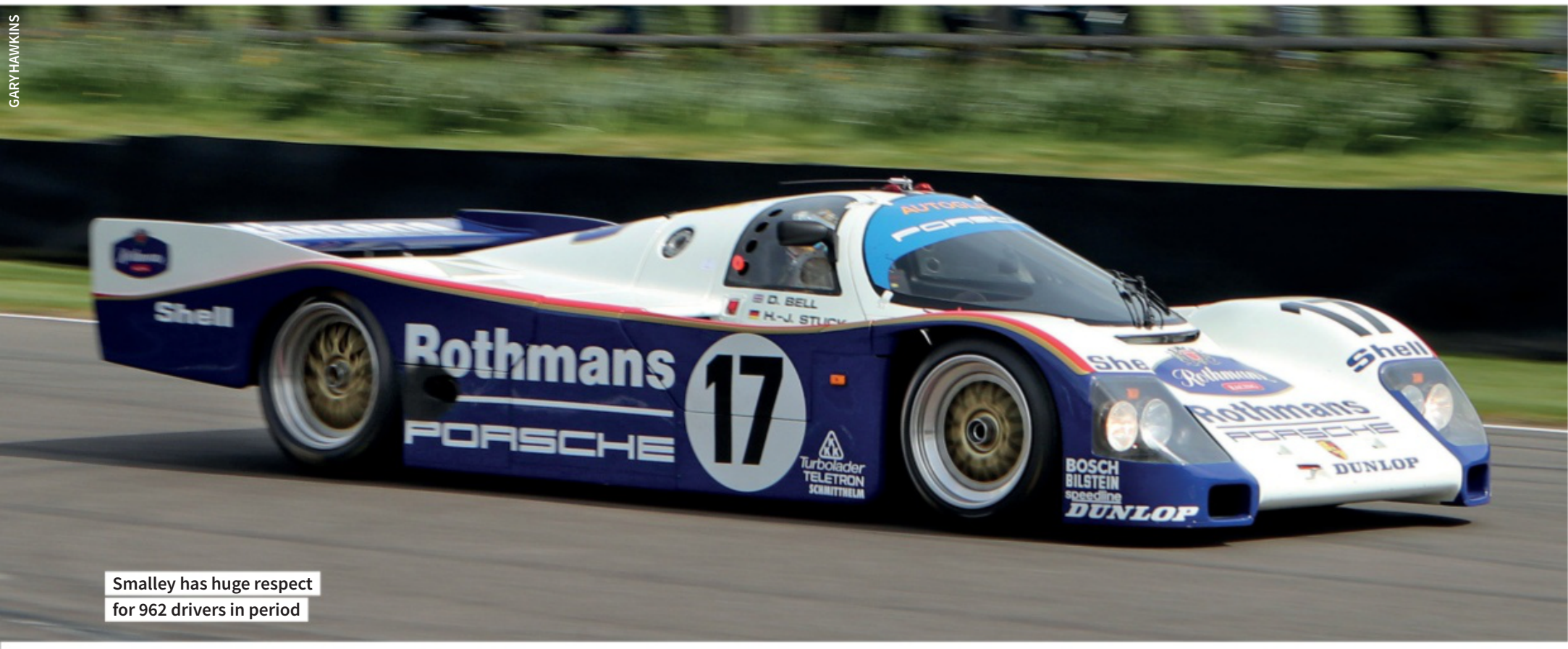
GARY HAWKINS



Smalley has huge respect for 962 drivers in period

PORSCHE'S HOPEFUL LE MANS FUTURE MEETS ITS ILLUSTRIOUS PAST

Rising sportscar star Adam Smalley had to pinch himself when offered the chance to drive the car that won the world's most famous enduro in 1987

GARY WATKINS

"You feel every bump. Every single one, even at low speed. I couldn't imagine going down the Mulsanne Straight at more than 200mph in this car. It must have been bouncing around everywhere. Respect to the guys who raced these cars."

The car in question is a Porsche 962C, #006, the chassis with which the greatest sportscar design of all claimed a sixth victory at the Le Mans 24 Hours in 1987. The dues being paid go to Derek Bell, Hans Stuck and Al Holbert Jr, the winning line-up in the Rothmans-sponsored factory car 35 years ago, but also perhaps to the hundreds of drivers who raced the 956 and 962 at Le Mans over a period of 17 years.

Seventeen years also happens to be the time between the first race for the 962, the 1984 Daytona 24 Hours, and the birth of Adam Smalley, who is the driver handing out the accolades after clambering from the cockpit of #006. The Porsche GB Junior can't quite believe what has just happened. Can't quite believe his luck in having the chance to get behind the wheel of a piece of living and breathing — through twin KKK turbochargers, of course — history, and can't believe quite how different the 962 is to the machinery he's raced up to now in his short career.

Smalley has been called up by Porsche Great Britain and Autosport to drive the famous car as part of the 40th anniversary celebrations of the 956/962 at the 79th Members' Meeting at Goodwood. It's only a demonstration run behind a safety car, and Smalley and the drivers of the 20-odd cars out on track don't hit racing speeds. Yet the young man's fleeting acquaintance with #006 is enough to leave him in awe of the car and the drivers who raced it in period.

"Down the back straight we were snicking into fourth gear, so getting up to a pretty decent speed," he says. "I felt every bump; there's a lot of feedback from the track surface. I can't imagine doing a 24-hour race in a car like this. Credit to people like Derek Bell who drove it at Le Mans."

Five-time Le Mans winner Bell and other veterans of the 956/962 will tell you how easy the car was to drive, that it did just what it should with few if any vices. Yet they were judging the car by the standards of the day. Smalley is casting a young eye back from the present. "It seems so much harder to drive than what I'm used to," he continues. "It must have made for some very intense racing."

The machine to which Smalley is used is the 992-shape Porsche 911 GT3 Cup after winning the Porsche GB Carrera Cup scholarship at the back end of last year. A season that has so far yielded a first-time-out race victory and a further three podiums hadn't started when he sampled the Group C car, but he was familiar with its interior and what it could do on the race track as he ramped up for his 2022 campaign in pre-season testing. The famous 962C, one of a selection of cars brought along to Goodwood for the celebration by Porsche Heritage, represents a culture shock for Smalley.

"It's so different to the cars I've driven," says Smalley, who has moved into the Carrera Cup after cutting his racing teeth on the Ginetta GT ladder. He graduated from karting to Ginetta Junior as the winner of »

Eye-popping array of Porsche machinery demoed at Goodwood

PORSCHE

the British constructor's scholarship scheme and on through the GT5 Challenge and the GT4 Supercup. "Everything I've ever driven has had a roof, but it's so cramped in there. In the Carrera Cup car everything is quite open; there's a lot of room around you. This feels so enclosed. The roof is just millimetres away from the top of your helmet.

"Your legs feel quite cramped up and the pedals are really heavy with a lot more travel compared with what I'm used to. The steering is really heavy; there's no power assistance. It's got that H-pattern synchromesh gearbox, which isn't a quick change, at least not like the sequential I had in Ginettas or the paddleshift in the Carrera Cup."

Driving a turbocharged racing car is another first for Smalley; he's never got behind the wheel of something with quite so much power. His Redline Racing Carrera Cup has 500bhp from its normally aspirated flat-six, the 962C nearer 650bhp from its blown six-cylinder. What's more, the delivery of that power is very different. "I didn't realise quite how much power the car has," he says. "You put your foot down in second gear and you are waiting, waiting, waiting, then all the power comes in at once. I've never experienced anything like that before."

"PUT YOUR FOOT DOWN AND YOU'RE WAITING, WAITING, WAITING, THEN ALL THE POWER COMES IN AT ONCE"

Smalley shares a moment with Mass

GARY HAWKINS

Smalley would have liked to get a bit more experience of that turbo power over his two brief runs in #006: he also gets to drive the car up and down the hillclimb course in front of Goodwood House for photographic purposes. His first lap out on the circuit offered a bit of a taster: "I couldn't get first gear coming out of the pits, so I had a bit of a gap to close up. I did try backing off a bit at times so I could give it a bit of a squirt. That was cool."

The opportunity to drive the 1987 Le Mans winner has whet Smalley's appetite — not to drive another piece of Le Mans history from Porsche's historic fleet, but to get his behind into a current Le Mans racer. Sportscar racing has always been his ultimate dream from the moment he made the step up from a successful karting career that included taking Junior Max honours at the 2016 European Rotax Winter Cup at Valencia to cars. Single-seaters were never on the agenda.

"From the outset for me, the goal was always GTs and endurance racing and I have done everything possible so far to pursue my career in that direction," he explains. "I come from a very normal background, so the costs involved in single-seaters were always out of reach."

But for winning a seat in Ginetta Junior, Smalley reckons he might still be karting today: "Winning the Ginetta scholarship gave me a paid-for seat and got me into car racing. I'm not sure where I'd be without that."

His career has been very much 'lastminute dot.com' since that maiden season. He only signed up for his title-winning Ginetta GT4 Supercup campaign last year three weeks ahead of the start of a season that yielded seven victories and a further eight podiums. Winning the Porsche GB scholarship has given Smalley's career some stability for the first time: for nearly 10 years now the scheme has offered a two-year programme to the winner, a heavily subsidised drive for its lucky recipient. "I went to the shootout at Silverstone as the only one of the 12 finalists not to have driven the Carrera Cup beforehand," he says. "I went there looking to show my purest self. It was amazing to win it, a dream come true, because the Carrera Cup was where I was looking to take my next step."

It's a step, he hopes, on the road to Le Mans and a professional career in motorsport at the highest echelons of sportscar racing. But Smalley won't be drawn on how long he thinks it's going to take him to get there.

For now, as he stands next to #006, he's thinking more about the past than the years ahead. "What an amazing opportunity this has been, so thanks to Porsche for making it happen," he says. "I now have so much admiration for the drivers who raced these cars back in the day at Le Mans and everywhere.

"But it's also dangling a carrot in front of me for the future."

1987 LE MANS

THE PRESSURE OF BEING THE ‘LAST CAR STANDING’

The Porsche factory team’s eggs were all in one basket for the majority of the 1987 Le Mans 24 Hours. Its hopes rested on a single car driven by Derek Bell, Hans Stuck and Al Holbert Jr for 23 of the 24 hours. Yet the trio made it home at the top of the leaderboard to follow up on their 1986 victory.

The winning margin for Bell, Stuck and Holbert was 20 laps in a race of attrition during which a number of the fancied Porsches, one of the factory cars included, went out in the opening exchanges. Stuck remembers the pressure being intense, even though many of their rivals were out of the game early.

“I really felt the pressure, because we were the last man standing, or rather the last car standing,” says the German sportscar and touring car legend. “When you are trying to win a 24-hour race in those circumstances there’s a lot of adrenalin in your body.

Stuck, Holbert and Bell spray the bubbly

I remember after getting out of the car having trouble producing a sample for the doctor to do the dope test. I couldn’t relax for four or five hours after that race.”

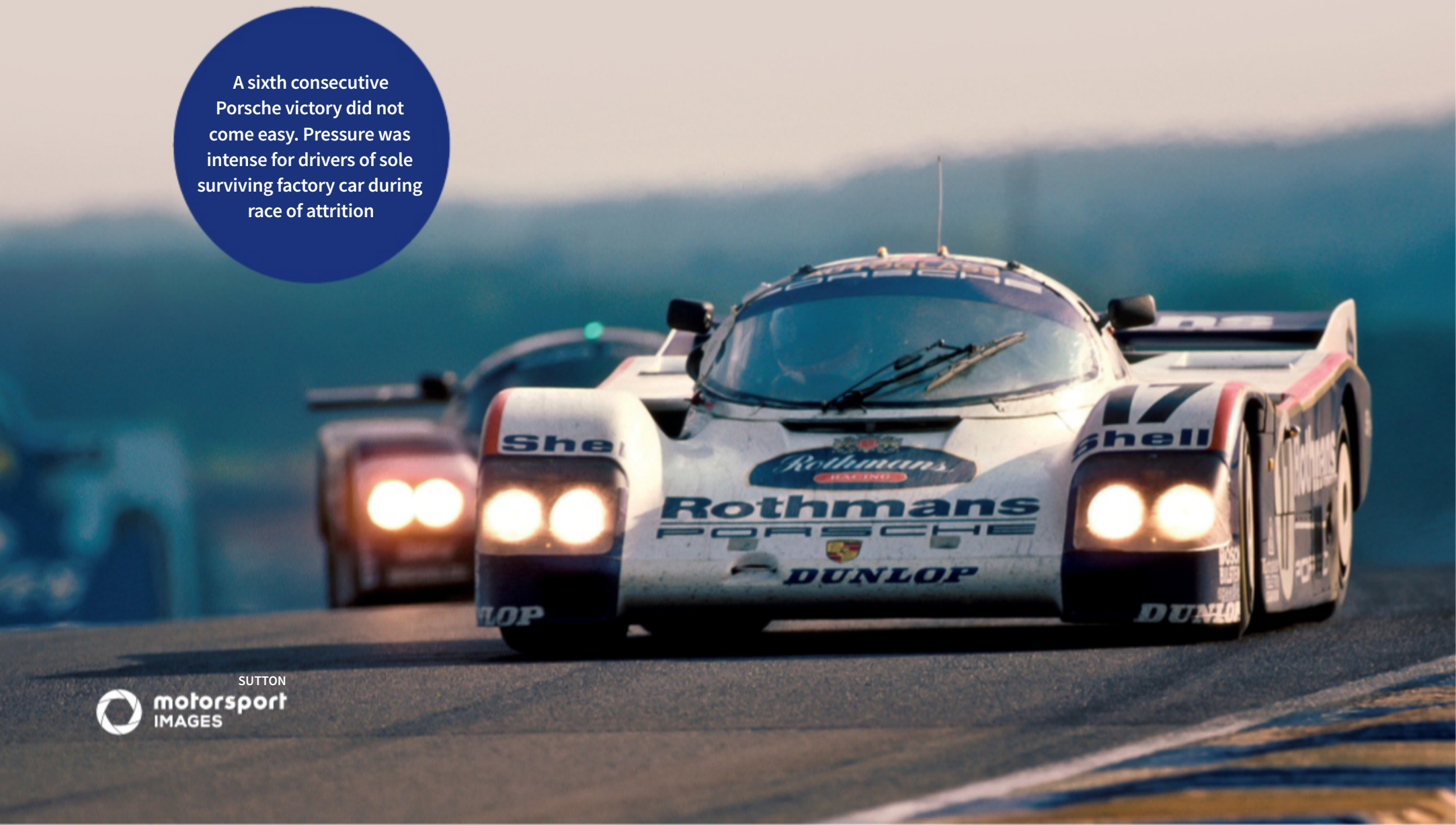
Porsche’s tortuous road to a sixth consecutive victory for the 956/962 began in the lead-up to the race. Stuck damaged the car due to be shared by team-mates Bob Wollek, Jochen Mass and Vern Schuppan during a pre-Le Mans shakedown at Weissach, resulting in a reshuffle of chassis for the event. The new-for-1987 #008 chassis used by Stuck and Bell in the opening rounds of the World Sports-Prototype Championship was given to Mass and Wollek, while the previous year’s winners got their team-mates’ older car, #006.

The 1987 Le Mans campaign continued in the same vein in qualifying when Price Cobb crashed at the Porsche Curves. The car he was due to share with Schuppan and Kees Nierop vaulted the barriers, caught fire and was rendered *hors de combat*. Schuppan then moved across to the Wollek/Mass entry.

Three Porsches had become two before the race had even started, and then two became one not long after the green flag had flown. A couple of minutes past the top of the first hour, the Mass/Wollek/Schuppan car was out, one of a number of 962Cs to retire early with holed pistons, which Porsche believed was the result of the quality – or rather lack of it – of the official fuel supply. The factory team was able to adjust the Bosch Motronic engine management system on #006 and it escaped the problems.

Bell has always paid tribute to Stuck for not turning the boost up to go for glory on the opening laps. He believes that was why their engine survived. Stuck isn’t so sure, but thanks his old team-mate for the compliment and offers “one thousand back”.

“I think Derek may be overplaying that,” he says, “but one thing I can say is that between me, him and Al there was never any competition. It didn’t matter who did the fastest lap. We knew our job was to win the race.”



A sixth consecutive Porsche victory did not come easy. Pressure was intense for drivers of sole surviving factory car during race of attrition

SUTTON motorsport IMAGES

Stuck (above) reckons the sprint version of the PDK 962 had lots of little tweaks that made it even better to drive than the standard machine

PORSCHE

THE RETURN OF STUCK'S FAVOURITE 962

The car closest to the German racing legend's heart is one of the less storied examples. It's been brought back to (almost) original spec by the Porsche museum

GARY WATKINS

Ask Hans Stuck to name the favourite iteration of the Porsche 956 or 962 he raced, and he doesn't go for one of the factory chassis in which he notched up his two Le Mans 24 Hours victories in 1986 and 1987. Nor one of the two IMSA GTP cars in which he scored back-to-back triumphs at the Sebring 12 Hours in 1987 and 1988. Rather he plumps for a more obscure machine in which he enjoyed considerable success, one largely overlooked by the history books. And it is this obscurity that explains why the chassis in question has been restored to its former glory by the German manufacturer for the 40th anniversary of Group C and the launch of the 956.

Stuck picks the car he raced in the 1987 and 1988 editions of the ADAC Supercup, Germany's very own Group C sprint series. He won the championship in Porsche 962C #009 in the first of those years and claimed a further race victory in the second on the way to third place in the points. He chose the final win aboard #009 as his Race of My Life in Autosport many years back.

Porsche's successes with the factory team and its customers in the short-lived Supercup, which was effectively a replacement for the Deutsche Rennsport Meisterschaft and ran from 1986-89, haven't been celebrated by the German marque over the years. Not, it can be said, in quite the same way as its achievements with the 956/962 in the world championship, at Le Mans and in the North American IMSA series and its big enduros at Daytona and Sebring. The fleet of Group C and IMSA GTP racers maintained as runners by Porsche had a gap in it, and it was one that Armin Burger, motorsport coordinator at the Porsche museum in Stuttgart, set out to redress as the big 4-0 approached for Group C and the 956/962.

The idea arose, partly at least, by accident. Chassis #009 had long since been part of the museum's collection, and like many of its cars was a runner, too. Long-time Porsche factory driver Pat Long raced it – "pretty hard", he says – as recently as 2015 at the Rennsport Reunion Porsche extravaganza at Laguna Seca. But it wasn't recognisable as the car with which Stuck notched up three wins from nine starts over its two seasons in the Supercup.

"We had this car in storage but I didn't know its history," says »

McKLEIN; INSET: PORSCHE

Leading the Supercup pack at the Nurburgring in 1987. Inset: Armin Burger

Burger, who is the bridge between the Porsche museum and Porsche Motorsport at the marque's Weissach research and development centre. "So I looked at the dossier — we say *ordner* or folder — that Porsche keeps for each car and looked at its record. I thought, 'Wow, this is the Supercup-winning car from 1987.'

"In our collection we have Le Mans-winning cars, world championship-winning cars and cars that were successful in IMSA, but we didn't have anything from the Supercup. I spoke to my bosses and did a little presentation saying that we should restore this car." Put simply, Burger wanted to complete the 956/962 set: "The Supercup was a bit of our history that was missing."

The reason that Burger and his team had overlooked the significance of #009 in the 962 story was the form in which it existed on being passed to the museum. It was used to test out the later aero spec with a centre-post rear wing introduced on the 962C for 1990 as Porsche became interested in the car again after Joest Racing's victory at the Dijon World Sports-Prototype Championship in May of the previous year. It was retained in this spec as a kind of reference car after its transfer to the museum.

This particular 962C had led a peripatetic existence after its Supercup campaigns. It was loaned to Busby Racing for the second half of the 1989 IMSA Camel GT Championship, running with the team's own bodywork from the pen of former Eagle Indycar designer Roman Slobodynskyj. It then became a development mule at the factory. It was used for aero and tyre testing — ahead of Joest's switch from Goodyear to Michelin tyres in 1990 — and even to try out a four-wheel-steering system that never made it into competition.

Returning #009 to the form in which it won the Supercup with 'Stuckie' turned out to be a bigger job than expected for Burger and his colleagues. The car's use as a development mule in its final active years ensured it had ended up a long way from its Supercup specification.

"We thought it would be relatively easy and that we could pull parts out of the stores," says Burger, whose Porsche credits include working on the 911 GT1 and 911 GT1-98 programmes and running the VIP cars in the one-make Supercup on the Formula 1 bill before joining the museum staff in 2008. "The car needed a new nose and tail and the ducting for the cooling system was totally different; so too was the floor and we didn't have one of them anymore. It took one year just to do the bodywork."

A new engine was required as well. The later 3.2-litre unit was replaced with a new-build three-litre version of the fully water-cooled flat six: Porsche had a short run of new blocks cast and #009 took the first of the batch.

Key members of the 962 programme were invited to offer their advice and recollections. Norbert Singer, who led development of the 956 and 962 and was in charge of the aerodynamics, was among them. So too was Rob Powell, who designed the car's Shell/Dunlop livery in period. (He was also responsible for the Rothmans colour scheme of the world championship 956s and 962Cs of 1982-87, it should be pointed out.)

Restoration of the car was completed in late 2021 and Stuck was reunited with his championship winner — and a set of the period overalls into which he could still fit. The car is now pretty much as it raced in the Supercup over 30 years ago, with one exception. It is no longer running the PDK racing gearbox that paved the way for the introduction of the semi-auto transmission into Porsche's road car range in 2008 on the '997.2'-shape 911 Carrera. Today PDK is available on every Porsche model on sale.

It proved impossible to put together an authentic late-1980s Porsche PDK system. Instead, the flat-six now drives through a period five-speed synchromesh racing gearbox.

"The problem is that we don't have the parts and the budget would be too high to remake them," explains Burger. "We went into the stores with guys who worked on the car at the time because they knew what they were looking for. But there were no parts." »

Joining the Goodwood throng back in April

GARY HAWKINS

ALL MONTAGE PICS: PORSCHE

009 had been modified extensively…

…requiring more work than expected

Stuck played his part in the cockpit layout, with gearshift buttons on the steering wheel

009 was first to get ‘new’ 962 engine

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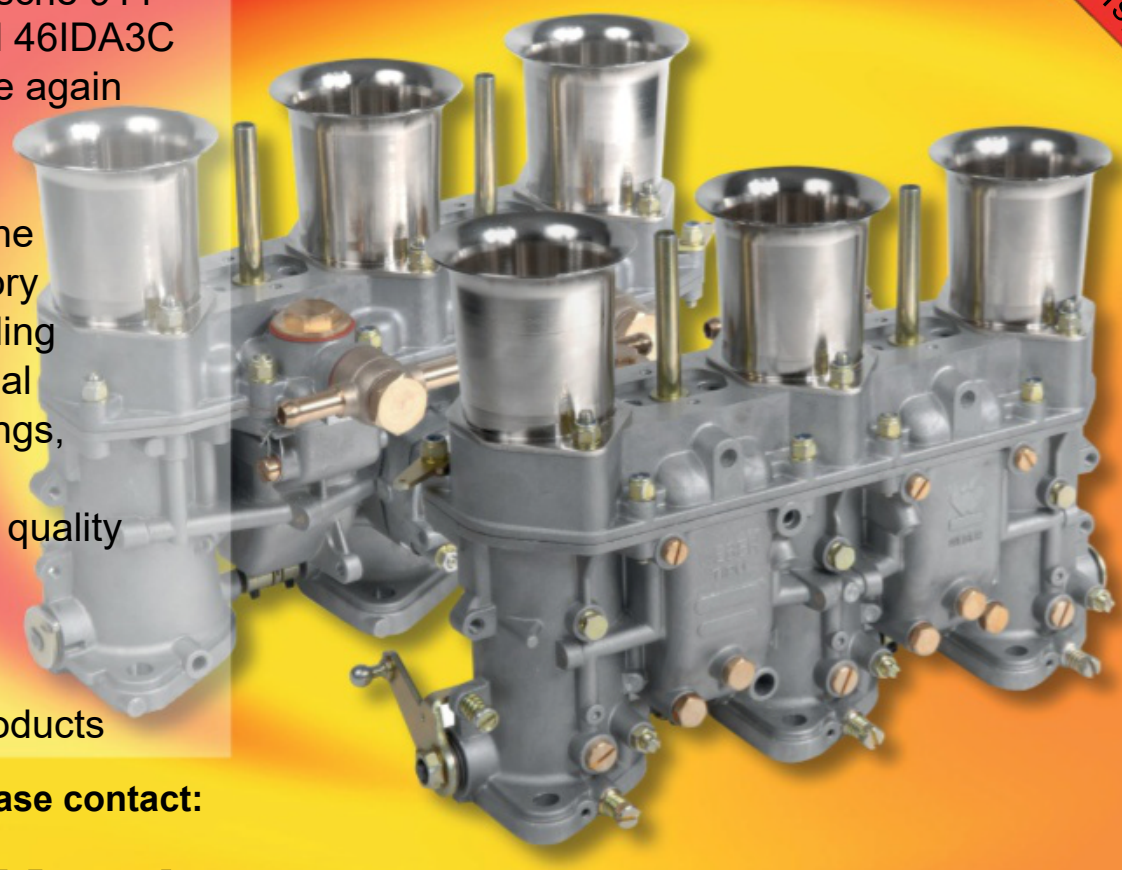

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Porsche did have one example of the electronic control box from the system. The only problem was that it had been cut in half to show its innards for display purposes in the museum!

Stuckie was a big fan of the PDK semi-automatic transmission from the first time he tested it at Porsche's test track at its Weissach research and development facility. He could see the advantages of the car from the get-go: "Staying on the throttle during upshifting gave you an advantage and there was no chance of a mis-shift."

He takes credit for the idea for moving the controls for up and downshifts to the steering wheel. The first iterations of the system had a sequential-style lever that was pushed forward for upshifts and pulled back for downshifts. "After a day's testing at Weissach, I said to Norbert in the evening, 'Why don't we have two buttons on the wheel?'" he recalls. "That way, I thought, you could keep both hands on the steering wheel during shifting. That was fantastic for the driver."

But Stuck's love affair with 962C #009 went beyond the trick transmission. For a start he got to drive it alone. "It was only my car," he says. But it was also built specifically for the Supercup sprints. "Because they weren't enduros there were all kinds of developments on that car, hundreds of things that made it that little bit extra special to drive."

The Porsche factory squad sought to take weight out of the car. It was clothed in full carbonfibre bodywork and also incorporated a carbon front anti-roll bar. "It was stiffer, but also lighter," says Stuck of the suspension tweak. Porsche got the car right down onto the weight limit. At the opening race of the 1987 Supercup at the Nurburgring it passed through scrutineering just a couple of kilograms above the 850kg minimum. That was 30kg or so less than the car, also equipped with the PDK system, in which Stuck had won the inaugural Supercup title with the factory in 1986.

Stuck's final outing in #009 was an emotive one. He took victory at the 1988 championship curtain-closer at the Nurburgring in September on what was the last outing in Europe for the in-house factory Porsche squad with the 962, at least until its one-off success with the Dauer 962 LM Porsche at Le Mans six years later.

He describes the finale as "a hard-fought race" with the Joest Porsche driven by Bob Wollek. His margin of victory after an hour and 20 minutes of racing was less than two seconds.

The 962Cs driven by Stuck and team-mate Klaus Ludwig bore little black flags on their radio masts that day at the 'Ring to mark the closure of the factory team. The focus within Porsche's motorsport department was instead turning to the ultimately unsuccessful Indycar campaign in CART.

Stuck got a chance to rekindle the memories from what he regards as the greatest period of his long and successful career when he returned to the cockpit of #009 at Weissach on the completion of its restoration. In his favourite Porsche Group C car.

P82 MORE FROM STUCK ON HIS FAVOURITE RACER

HOW RACING PUSHED THE PDK FORWARD

The wartime footing on which a race team operates lies behind the history of the use of the PDK, or Porsche-Doppelkupplungsgetriebe to give the system its full name, in sportscar racing. It was the pet project of Porsche research and development boss Helmuth Bott, and had been part of a series of advances shown on the 995 concept car at the tail end of the 1970s.

"He thought that the development in the gearbox department was taking too long, so he decided to put it in the racing department," recalls Norbert Singer. "He said, 'In the race team, the development will happen much faster.' He was right, of course."

The PDK system allows for flat, clutchless gearchanges courtesy of the dual-clutch arrangement. "You have two shafts and a clutch on each and one gear is always engaged," explains Singer. "The next gear is already selected before changing, and then one clutch is opening and the other is closing, so the driver could stay on throttle."

Initial calculations by the racing department suggested that the PDK system should have been worth up to half a second per lap at Paul Ricard, one of its test haunts. When Porsche ran a back-to-back test of a PDK-equipped 956 with one driving through its regular synchromesh five-speed gearbox in March 1984, the PDK car was two seconds slower…

Two years later, that deficit was down to six tenths. Twelve months after that, ahead of Hans Stuck's ADAC Supercup campaign in 962C #009, the Porsche running the PDK system was eight tenths quicker.

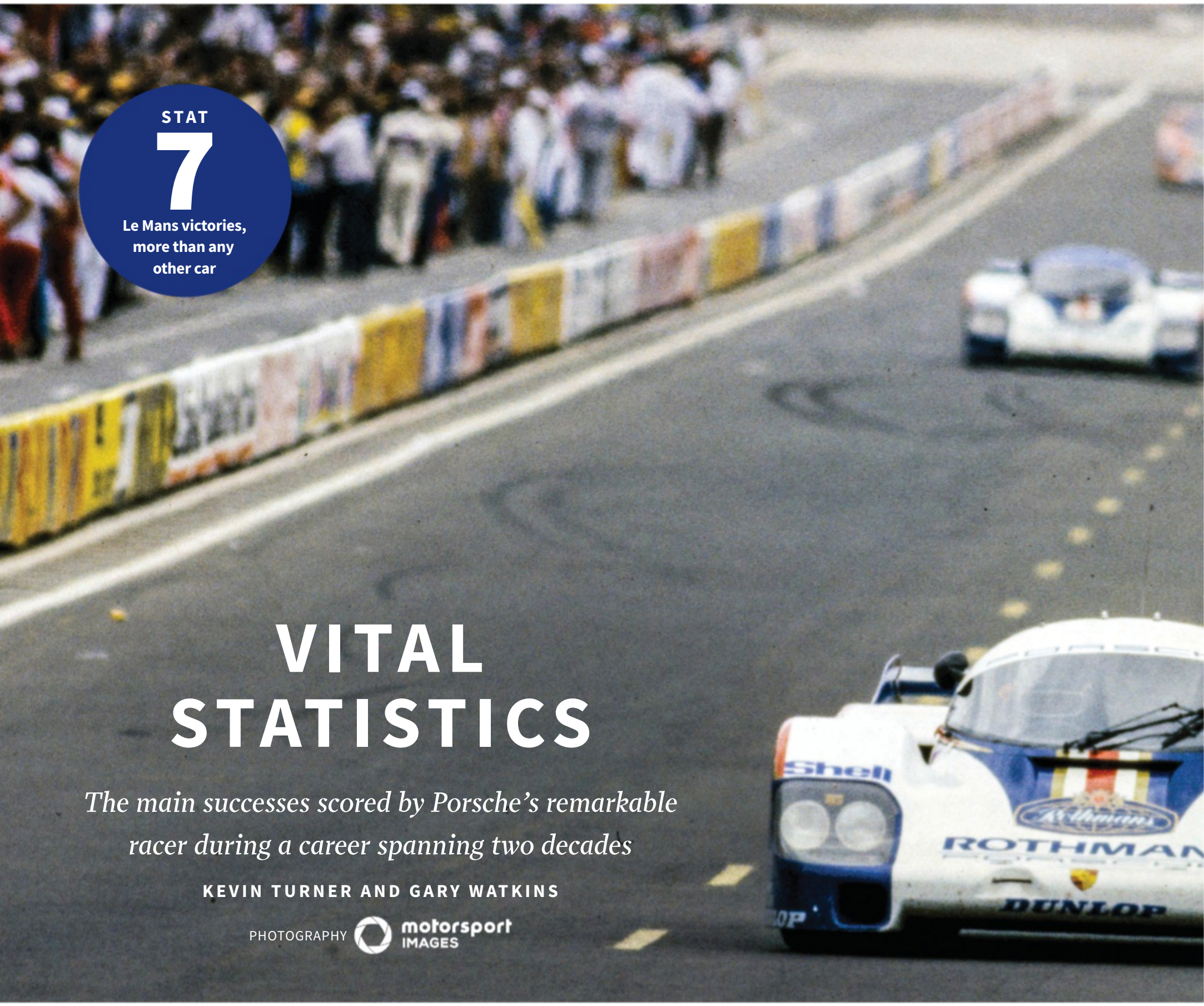
"WHEN PORSCHE RAN A BACK-TO-BACK TEST, THE PDK CAR WAS TWO SECONDS SLOWER"

"On the long Mistral Straight it was maybe two kilometres per hour faster, but on the shorter front straight it was seven or eight," recalls Singer. "That showed the advantage of the PDK in acceleration out of a slow corner."

Development included a focus on reducing weight – a magnesium rather than aluminium casing saved 15kg – and the losses inside the gearbox as a result of the additional hydraulics. Porsche had found when it took one PDK car to Le Mans in 1986 that it was down on straightline speed as a result of the extra friction in the 'box.

The PDK system first appeared at a race meeting at the Kyalami round of the World Endurance Championship at the end of 1983, although it was only used in practice. Nine months later at Spa the following season it was raced for the first time in the hands of Jacky Ickx and John Watson. Or rather just Ickx. It encountered problems on the opening lap and completed only one more in the Belgian's hands after a long pitstop.

The first win for the car came at Monza (pictured) at the start of 1986 with Stuck and Derek Bell. That would stand as the only world championship victory for a PDK-equipped 962C. Its subsequent victories at Le Mans that year and in 1987 came with the regular synchro 'box. Singer concedes today that Porsche wasn't ready to compromise its chances at the 'Big One' with the experimental transmission.



STAT
7
Le Mans victories, more than any other car

VITAL STATISTICS

The main successes scored by Porsche's remarkable racer during a career spanning two decades

KEVIN TURNER AND GARY WATKINS

PHOTOGRAPHY motorsport IMAGES

THE BIG TITLES

1982
World Endurance Championship manufacturers
World Endurance Championship drivers ***Jacky Ickx***

1983
World Endurance Championship manufacturers
World Endurance Championship drivers ***Jacky Ickx***
All-Japan Sports-Prototype Championship manufacturers
All-Japan Sports-Prototype Championship drivers ***Vern Schuppan***

1984
World Endurance Championship manufacturers
World Endurance Championship drivers ***Stefan Bellof***

1985
World Endurance Championship teams *(**Rothmans Porsche**)*
World Endurance Championship drivers ***Derek Bell/Hans-Joachim Stuck***
IMSA GTP drivers ***Al Holbert***
All-Japan Sports-Prototype Championship manufacturers
All-Japan Sports-Prototype Championship drivers ***Kunimitsu Takahashi***

1986
World Sports-Prototype Championship teams *(**Brun Motorsport**)*
World Sports-Prototype Championship drivers ***Derek Bell***
IMSA GTP drivers ***Al Holbert***
All-Japan Sports-Prototype Championship manufacturers
All-Japan Sports-Prototype Championship drivers ***Kunimitsu Takahashi***

1987

IMSA GTP drivers ***Chip Robinson***

All-Japan Sports-Prototype Championship manufacturers

All-Japan Sports-Prototype Championship drivers ***Kunimitsu Takahashi***

1988

All-Japan Sports-Prototype Championship manufacturers

All-Japan Sports-Prototype Championship drivers ***Hideki Okada***

1989

All-Japan Sports-Prototype Championship manufacturers

All-Japan Sports-Prototype Championship drivers ***Kunimitsu Takahashi***

P36 THE BIG VICTORIES

THE BIG VICTORIES

Factory cars unless otherwise stated

WORLD SPORTSCAR CHAMPIONSHIP WINS

1982

Le Mans 24 Hours ***Derek Bell/Jacky Ickx***

Spa 1000Km ***Jacky Ickx/Jochen Mass***

Fuji 6 Hours ***Jacky Ickx/Jochen Mass***

Brands Hatch 1000Km ***Derek Bell/Jacky Ickx***

1983

Monza 1000Km ***Thierry Boutsen/Bob Wollek*** *(Joest)*

Silverstone 1000Km ***Derek Bell/Stefan Bellof***

Nurburgring 1000Km ***Jacky Ickx/Jochen Mass***

Le Mans 24 Hours ***Hurley Haywood/Al Holbert/Vern Schuppan***

Spa 1000Km ***Jacky Ickx/Jochen Mass***

Fuji 1000Km ***Derek Bell/Stefan Bellof***

Kyalami 1000Km ***Derek Bell/Stefan Bellof***

1983 Monza 1000Km
Joest won opening round
with early customer car

1984

Monza 1000Km ***Derek Bell/Stefan Bellof***

Silverstone 1000Km ***Jacky Ickx/Jochen Mass***

Le Mans 24 Hours ***Klaus Ludwig/Henri Pescarolo*** *(Joest)*

Nurburgring 1000Km ***Derek Bell/Stefan Bellof***

Brands Hatch 1000Km ***Jan Lammers/Jonathan Palmer*** *(GTi Engineering)*

Mosport 1000Km ***Jacky Ickx/Jochen Mass***

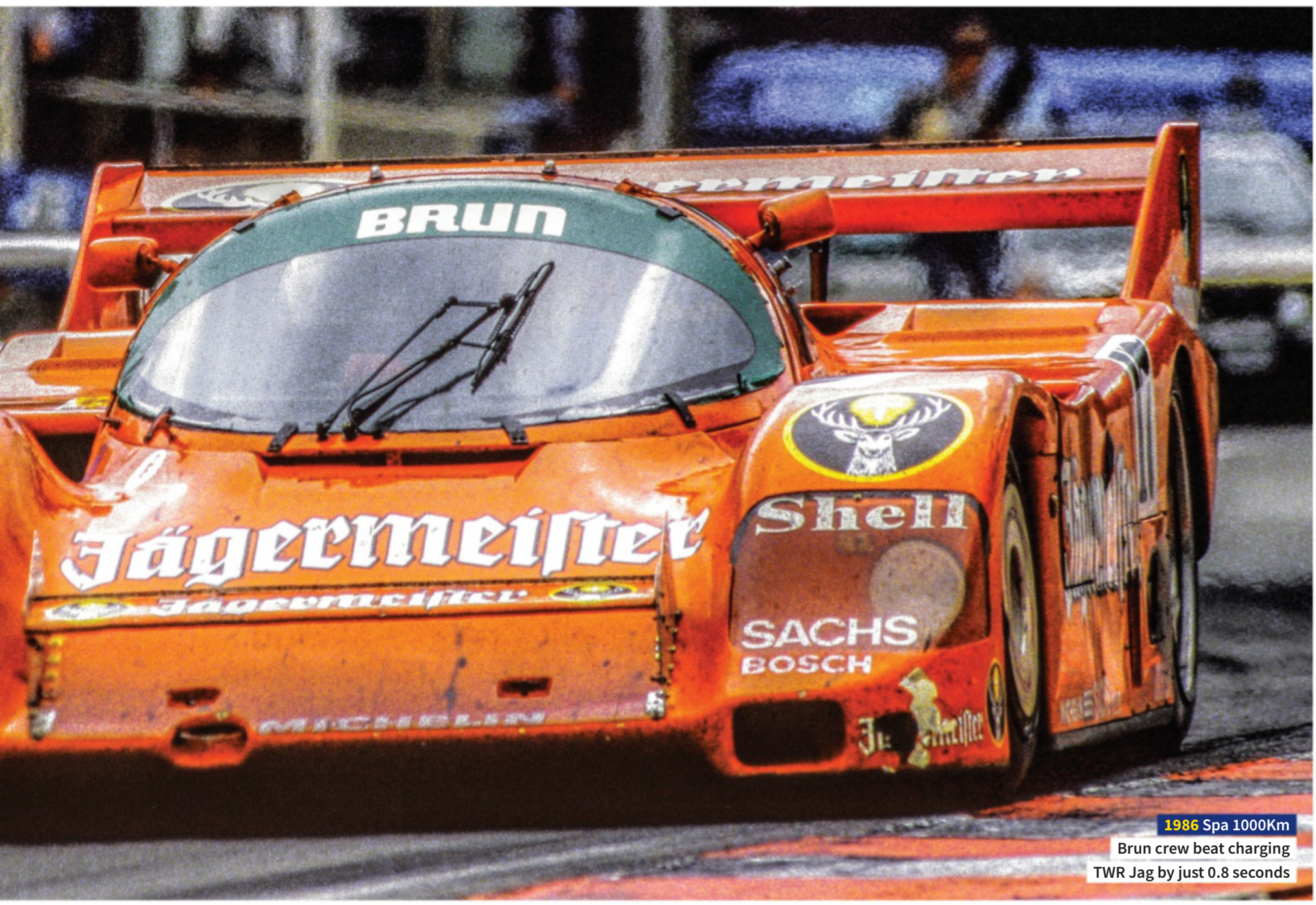
Spa 1000Km ***Derek Bell/Stefan Bellof***

Imola 1000Km ***Stefan Bellof/Hans-Joachim Stuck*** *(Brun)*

Fuji 1000Km ***Stefan Bellof/John Watson***

Sandown Park 1000Km ***Derek Bell/Stefan Bellof***

1984 Brands Hatch 1000Km
Richard Lloyd's GTi team
beat Joest in Kent



1986 Spa 1000Km
Brun crew beat charging TWR Jag by just 0.8 seconds

1985

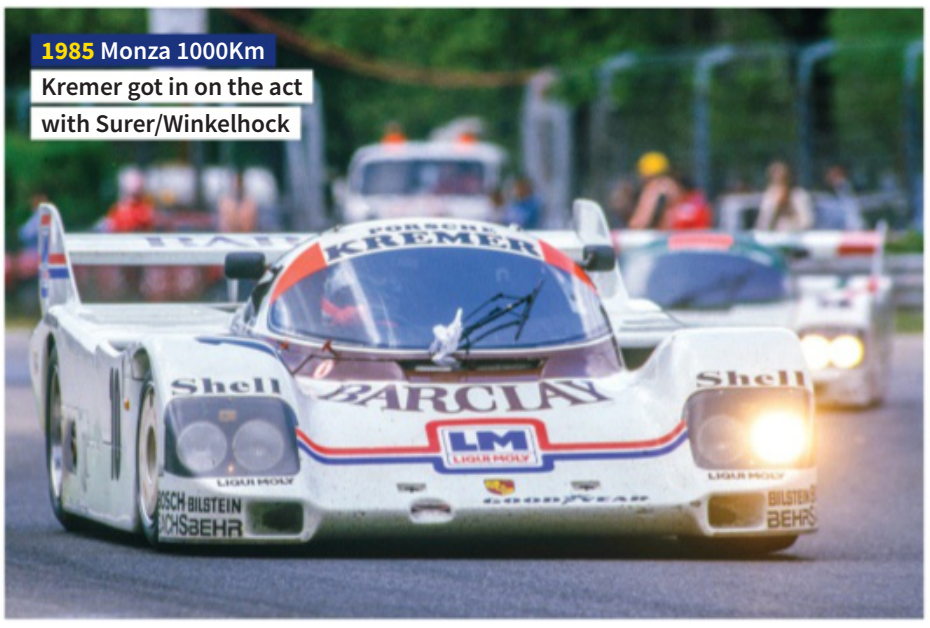
Mugello 6 Hours ***Jacky Ickx/Jochen Mass***

Monza 1000Km ***Marc Surer/Manfred Winkelhock*** *(Kremer)*

Silverstone 1000Km ***Jacky Ickx/Jochen Mass***

Le Mans 24 Hours ***Paolo Barilla/Klaus Ludwig/'John Winter'*** *(Joest)*

Hockenheim 1000Km ***Derek Bell/Hans-Joachim Stuck***



1985 Monza 1000Km
Kremer got in on the act with Surer/Winkelhock

Mosport 1000Km ***Derek Bell/Hans-Joachim Stuck***

Brands Hatch 1000Km ***Derek Bell/Hans-Joachim Stuck***

Shah Alam 800Km ***Jacky Ickx/Jochen Mass***

1986

Monza 360Km ***Derek Bell/Hans-Joachim Stuck***

Le Mans 24 Hours ***Derek Bell/Al Holbert/Hans-Joachim Stuck***

Norisring 100 Miles ***Klaus Ludwig*** *(Joest)*

Brands Hatch 1000Km ***Mauro Baldi/Bob Wollek*** *(Richard Lloyd Racing)*

Jerez 360Km ***Oscar Larrauri/Jesus Pareja*** *(Brun)*

Spa 1000Km ***Thierry Boutsen/Frank Jelinski*** *(Brun)*

Fuji 1000Km ***Paolo Barilla/Piercarlo Ghinzani*** *(Joest)*

1987

Le Mans 24 Hours ***Derek Bell/Al Holbert/Hans-Joachim Stuck***

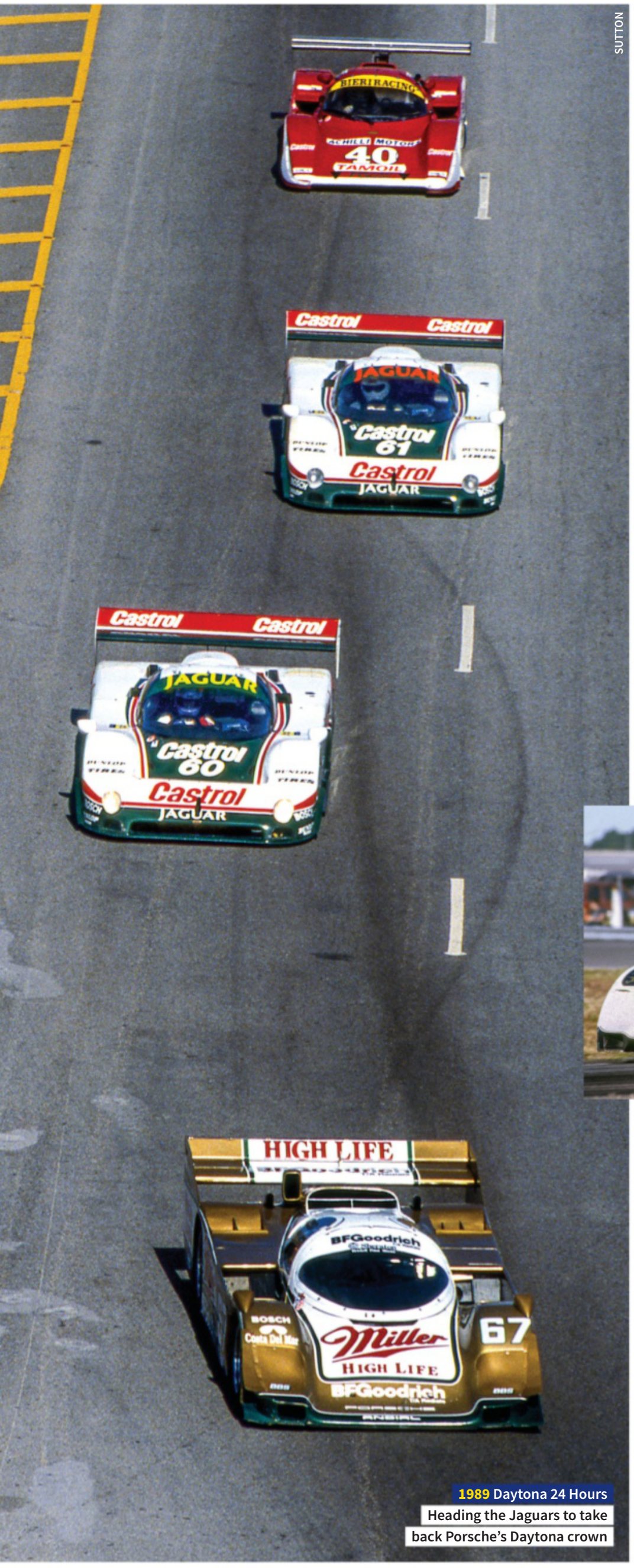
Norisring 200 Miles ***Mauro Baldi/Jonathan Palmer*** *(Richard Lloyd Racing)*

1989

Dijon 480Km ***Frank Jelinski/Bob Wollek*** *(Joest)*

1989 Dijon 480Km
Final world champ win against Sauber-Mercs

McKLEIN



SUTTON

1989 Daytona 24 Hours
Heading the Jaguars to take back Porsche's Daytona crown

THE BIG VICTORIES CONTINUED

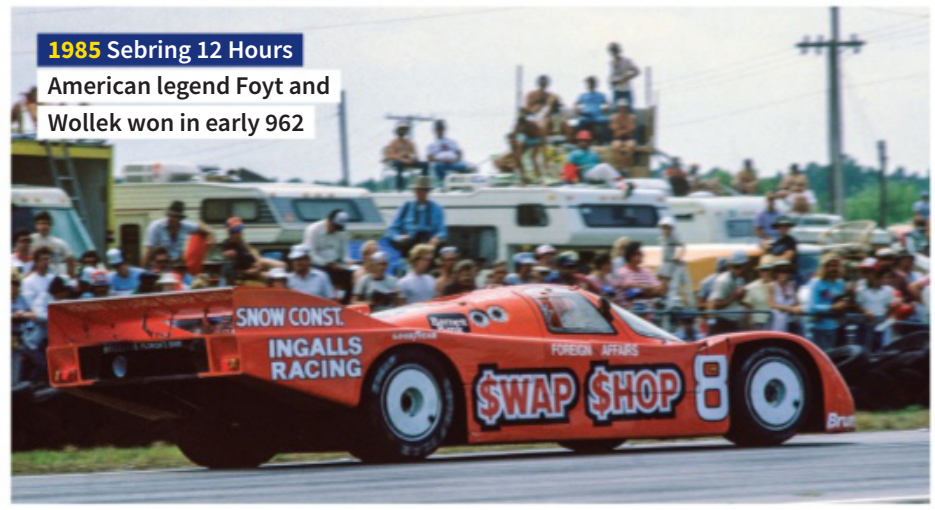
Factory cars unless otherwise stated

OTHER MAJOR VICTORIES

1985

Daytona 24 Hours ***Thierry Boutsen/AJ Foyt/Al Unser/Bob Wollek*** *(Preston Henn)*

Sebring 12 Hours ***AJ Foyt/Bob Wollek*** *(Preston Henn)*



1985 Sebring 12 Hours
American legend Foyt and Wollek won in early 962

1986

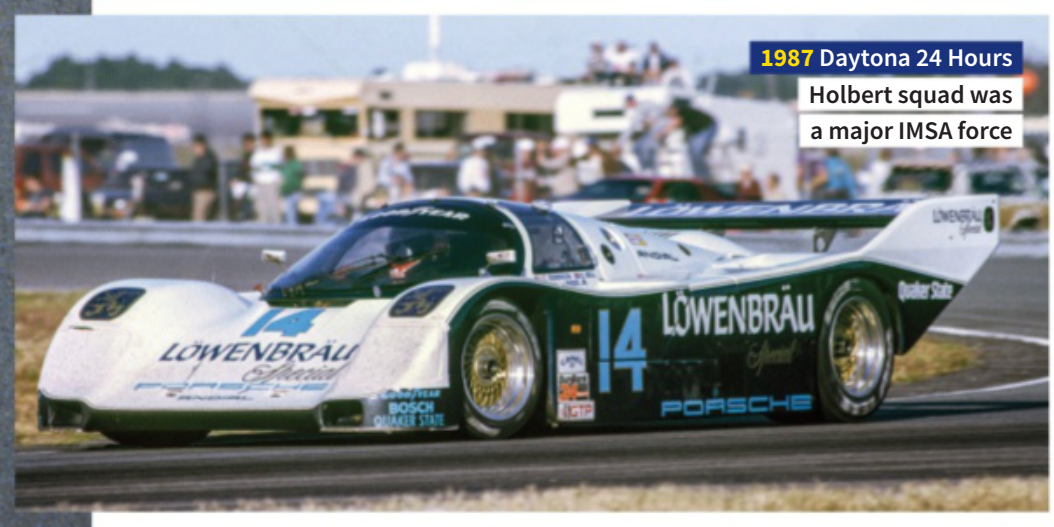
Daytona 24 Hours ***Derek Bell/Al Holbert/Al Unser Jr*** *(Holbert Racing)*

Sebring 12 Hours ***Bob Akin/Jo Gartner/Hans-Joachim Stuck*** *(Bob Akin)*

1987

Daytona 24 Hours ***Derek Bell/Al Holbert/Chip Robinson/ Al Unser Jr*** *(Holbert Racing)*

Sebring 12 Hours ***Jochen Mass/Bobby Rahal*** *(Bayside Disposal Racing)*



1987 Daytona 24 Hours
Holbert squad was a major IMSA force

1988

Sebring 12 Hours ***Klaus Ludwig/Hans-Joachim Stuck*** *(Bayside Disposal Racing)*

1989

Daytona 24 Hours ***John Andretti/Derek Bell/Bob Wollek*** *(Team Busby)*

1991

Daytona 24 Hours ***Hurley Haywood/Frank Jelinski/Henri Pescarolo/ 'John Winter'/Bob Wollek*** *(Joest)*

1994

Le Mans 24 Hours ***Mauro Baldi/Yannick Dalmas/Hurley Haywood***

1995

Daytona 24 Hours ***Christophe Bouchut/Jurgen Lassig/Giovanni Lavaggi/ Marco Werner*** *(Kremer Racing Kremer K8)*

THE BIG NUMBERS

1 CAN-AM WIN

1 BELCAR WIN

1 SWEDISH SPORTSCAR CHAMPIONSHIP WIN

1 JAPANESE GT CHAMPIONSHIP WIN

1 SWISS GT CHAMPIONSHIP WIN

12 DEUTSCHE RENNSPORT MEISTERSCHAFT WINS

2541
RACE STARTS

525
RACES

58%
OF RACES RESULTED IN A VICTORY...

306
VICTORIES

7
LE MANS 24 HOURS VICTORIES

35
WORLD CHAMPIONSHIP RACE WINS

28
ALL-JAPAN SPORTS-PROTOTYPE CHAMPIONSHIP WINS

119 INTERSERIE WINS

14 SUPERCUP WINS

55
IMSA VICTORIES

18 DEUTSCHE SPORTWAGEN MEISTERSCHAFT WINS

SOMETHING FOR EVERYBODY AT SILVERSTONE CLASSIC

Old favourites and new, plus celebrations galore, reshape the massive historic jamboree for its revised August bank holiday date. Here are 10 highlights to look forward to

MARCUS PYE

PHOTOGRAPHY motorsport IMAGES

LEWIS HAMILTON'S WINNERS ON SHOW

Seven-time world champion Sir Lewis Hamilton's title-winning cars will be seen together for the first time as part of a special celebration for fans of the 37-year-old as Formula 1 takes centre stage at the Silverstone Classic.

Hamilton's McLaren-Mercedes MP4-23 (below) of 2008 – his second season at the sport's pinnacle – will be displayed with Mercedes F1 W05 and W06 chassis from 2014 and 2015, and Mercedes-AMG F1 W08, W09, W10 and W11 of 2017-20 respectively.

Among his 103 grand prix victories, 68 in his championship seasons alone, the Briton has a proud record at Silverstone, where wins in 2008, 2014-17 and 2019-21 enraptured home supporters. Hamilton has also finished second in 2010 and 2018 (plus the separate 70th Anniversary GP in 2020), and third in 2007 and this July.

Apart from his current Mercedes-AMG W13, Alpine, Aston Martin, Red Bull and Williams are displaying this season's cars at Silverstone. Supporters will also have the opportunity of experiencing F1 simulators on site.

DUNBAR

COLOMBO

SIR FRANK WILLIAMS TRIBUTE

It took 10 years of graft, heartbreak and extraordinary resilience for Frank Williams's F1 team to take its first world championship grand prix win. When Clay Regazzoni triumphed at Silverstone in 1979 (above), in a Cosworth DFV-powered FW07 designed by Patrick Head, rivals were thrilled for Frank.

He almost struck gold twice in 1969, Frank Williams Racing Cars' F1 debut year. Driving Frank's Brabham-Cosworth BT26, his great friend Piers Courage finished runner-up second time out in Monaco, and in the USA. Tragically, Courage died in the team's De Tomaso at Zandvoort in 1970.

Lesser men would have quit, but Williams – who died last year – battled through perilously thin years until Jacques Laffite finished second in Germany in an eponymous FW04 in 1975. Following a fractious 1976 season with oilman Walter Wolf, Frank formed Williams Grand Prix Engineering with Head.

Alan Jones's 1980 driver's title was followed by Keke Rosberg (1982), Nelson Piquet (1987), Nigel Mansell (1992), Alain Prost (1993), Damon Hill (1996) and Jacques Villeneuve (1997). Where better to honour Williams's eight constructors' crowns than Silverstone, scene of eight of its 114 GP wins?

SCHLEGELMILCH

GRAND PRIX CARS THROUGH THE AGES

A stunning selection of grand prix cars that have defined motorsport over the past 90 years will be at Silverstone, many competing across diverse grids.

The broadest spectrum of these will grace the Historic Grand Prix Cars Association's span, featuring front-engined Maserati 250F, Cooper-Bristol, Scarab and Kurtis-Offenhauser from the 1950s, when the world championship's maiden decade kicked off at Silverstone. Coopers and Lotuses showcase 1954-60 2.5-litre F1 and its 1500cc successor to 1965, in which screaming V8s will lose out to deep-throated, wider-tyred Tasman and InterContinental Formula Brabhams but outcorner them.

The wail of Cosworth DFV engines – of the type with which Jim Clark won the British GP at Silverstone on the engine's fourth outing in July 1967 (above) – will be heard in the Masters Racing Legends three-litre races. Williams FW06, 07B and 07C pilots chase the Frank Williams Memorial Trophy at the scene of his equipe's maiden victory.

A small Ignition GP demo pack of 1990s cars stars McLaren MP4/7, Benetton, Jordan, Minardis, Brabham BT60 and an Onyx!

DEREK BELL HEADS GROUP C CAVALCADE

Five-time Le Mans winner Derek Bell, 80, will demonstrate the last of the iconic Rothmans Porsche 962s as 25 stunning cars, curated by guru Henry Pearman, celebrate Group C's 40th anniversary. Porsches, Jaguars and a Sauber-Mercedes are among those set to run on Saturday and Sunday afternoons.

Driving a factory Rothmans 956, Bell and Jacky Ickx were the Group C winners in the 1982 Six Hours of Silverstone World Endurance Championship round. Bell will demonstrate 962 #008 in which he and Hans-Joachim Stuck finished third in the 1987 Silverstone 1000Km.

John Fitzpatrick will be reunited with the newly restored JDavid 956 #110, his and Derek Warwick's 1983 Brands Hatch 1000Km winner (left). John Watson and Kenneth Acheson – in his Sauber-Mercedes C9, a sister to his 1989 mount – are among the era's returning stars.

Alex Brundle has the privilege of driving one of the Silk Cut Jaguar XJR-8s his father Martin raced in 1987. The rare sight of three XJR-6s, two in British Racing Green, will remind fans of Warwick and Eddie Cheever's 1986 Silverstone 1000Km victory.

JUNIOR SCHOOL SPORTS DAY

Formula Junior was active for only six seasons, from 1958-63, as a contemporary category for rising stars. Almost 60 years after it was supplanted by 1000cc F3, its influence in original theatres of motorised warfare globally transcends that of any other.

Founded by solicitor and motorsport historian Duncan Rabagliati in 1993, the Formula Junior Historic Racing Association (FJHRA) has upheld pre-war Italian nobleman racer Count Giovanni 'Johnny' Lurani's concept – for cars powered by production engines to 1100cc – brilliantly.

Silverstone Classic mornings would not be the same without the Junior school 'sports day' slipstreamers, which open the racecards.

Thirteen-time winner Sam Wilson is back in the Cooper T59 (above) with which he claimed gold in 2011, before switching to a Lotus 20/22.

Tough rivals include Lotus 22 drivers Andrew Hibberd, Cameron Jackson (in Martin Walford's) and Howden Ganley's protege Horatio Fitz-Simon, Brabham quartet Jon Milicevic, Michael O'Brien and Alex Ames (BT6s) and American Tim de Silva (BT2), Switzerland's Philipp Buhofer (Lotus 27) and Westie Mitchell (De Sanctis).

NINETY YEARS OF SPORTSCAR RACING

From thudding Bentleys of the 1920s, when WO's cars ruled the Le Mans 24 Hours, to high-downforce composite prototypes of the 2010s, there is racing for every sportscar fanatic at this year's Classic.

Expect tail-happy Frazer-Nashes, Rudi Friedrichs's hot Alvis Firefly (right), an Alfa Romeo 8C and Lago-Talbots to pursue the rapid Alta from Surrey engineer Geoffrey Taylor's concern in Motor Racing Legends' Pre-War race. Aston Martins – one with Darren Turner up – and lofty Talbot AV105s colour the grid.

Gruff Lister-Jaguars and Jaguar C and D-types take on Maseratis, Ferraris, HWMs, Cooper Monacos and a host of very fast Lotuses when MRL's joint Royal Automobile Club Woodcote Trophy/Stirling Moss Trophy grid spotlights the 1950s on Sunday.

Masters Sports Car Legends will feature mighty Lola-Chevrolet T70s battling two-litre Chevrons, Lolas, Taydec and Daren, recalling Brian Redman, Jo Bonnier and Ronnie Peterson's heroics in period Aston Martin Owners Club Martini Trophy races at Silverstone. The Historic Sports Car Club's Thundersports net is cast wider with slick-shod Lola and McLaren Can-Am cars and Osella-BMWs trying to beat brilliant veteran John Burton (Chevron B26).

JEP

JEP

MARCH OF THE MODS IN HISTORIC F2

Formula 2 in 1600cc and two-litre guises traversed Europe as a colourful circus of F1 wannabes vying for talent scouts' and sponsors' attention from 1967-78, the HSCC's historic retrospective's pre-wing-car cut-off point.

Made in nearby Bicester, March's 782 is widely hailed as the marque's finest product. Powered by BMW Motorsport's M12 engines, Bruno Giacomelli won eight of the 12 rounds in 1978, while Alex Ribeiro scored on Nurburgring's Nordschleife in his Hart 420R-motivated 782.

Naturally, 782s will be at the sharp end of the action. Matt Wrigley arrives fresh from winning both Oulton Park Gold Cup races in his Hart-powered ex-Rad Dougall Toleman Group car (above). But Andy Smith, who debuted Richard Evans's ex-Eddie Cheever car here superbly in May, and Matthew Watts will be tough to beat.

Chassis variety comes courtesy of Ben Mitchell in Watts's Martini-BMW MK19/22, American Tim De Silva (Fred Opert Racing Chevron B35), Dean Forward (Surtees TS10), Marc Mercer and Greg Audi (Ralt RT1s), David Tomlin (Motul) and Nick Pink (Lola T360).

TONY DRON MEMORIAL TROPHY TIN-TOPPER

Beating three-litre Ford Capri V6s in a two-litre Triumph Dolomite Sprint in the 1977 British GP support race at Silverstone rates among the late journalist racer Tony Dron's greatest victories. Honouring the proud BRDC member's hugely successful driving career in MRL's Historic Touring Car Challenge title is thus entirely justified.

'The Dron', who stepped back from F3 and won five rounds outright that season, finished equal on points with Bernard Unett (Chrysler Avenger 1300GT), who faced thinner opposition in the baby class. Despite winning 10 times to Unett's nine, the arcane scoring system favoured Unett for his third crown.

The 56-car pack encapsulates a heady melange of tin-top eras, with 500bhp-plus Nissan Skyline and Ford Sierra Cosworth RS500 turbocars out front. Super Tourers, bewinged Capri-GAAs and BMW CSL 'Batmobiles' and Group 1 cars are bound to be embroiled in their own fights, as will Lotus Cortinas and Alfa Romeo GTAs in the Under 2-litre Touring Car split.

A big Pre-'66 pack (below), spanning Ford Falcon and Mustang V8s to Mini Cooper Ss, contests Sunday's Transatlantic Trophy closer.

GT CARS SPANNING SEVEN DECADES

JEP

Gran Turismo means different things across the generations, and Classicgoers will witness an unprecedented spectrum of eras contrasting Sunday's Pre-'63 Royal Automobile Club Historic Tourist Trophy to McLaren 570Ss and Mercedes-AMGs in the Masters GT4 Challenge races.

Boasting a 66-strong entry, the Intercontinental Trophy Classic (Masters Gentlemen Drivers Pre-'66) field is the weekend's largest. Roaring Shelby American Daytona Cobra evocations (headed by the crack local Racelogic team of Julian Thomas/Calum Lockie), original Cobras and semi-lightweight Jaguar E-types will make the running. A bumper crop of Lotus Elans and Ginetta G4Rs will get among them.

The Ferrari 250 GTO of Gary Pearson/Joe Twyman, wire-wheeled E-types and narrow-arched AC Cobras will slug it out for Historic TT gold. An Aston Martin DB4, Austin-Healey 3000s, Morgan +4s and Lotus Elites ensure battling throughout the field.

Racing concurrently with the Masters Endurance Legends LMP cars are braces of Mosler MT900Rs and V10 Dodge Vipers, Porsche 997 Grand-Am RSR and 911 GT3, Aston DBRS9 and Ferrari 458s and 430s.

LIVE MUSIC, FOOD AND MORE

Rocking and Racing has long been a Classic catchline. Many non-petrolheads traditionally arrive in the afternoons and settle in for the evening gigs, alongside competitors, their families and teams in the arena.

Remember 1970s disco classic *We Are Family*? Americans Sister Sledge – formed by four siblings from Philadelphia – will transport you back to that era on Friday. Londoner Gabrielle takes centre stage on Saturday, before Rick Astley has women swooning on Sunday.

A Foodie Fest enhances the Best of British theme. Celebrity chefs Candice Brown (2016 *Great British Bake Off* winner), Lesley Waters and Niall Kirkland cook up storms on the Silverstone Kitchen Live stage on successive days, supported by Silverstone executive chef Dean Hoddle-Smith.

After you have trawled 120 car club gatherings, from fast Fords through Porsche to obscurati, TV's *Wheeler Dealer* Mike Brewer and Marc 'Elvis' Priestley's Car Clinics impart expertise, tips and banter on Saturday and Sunday. Licensed over-25s have the opportunity to test drive electric Cupra, Ford, Genesis, MG, Nissan and Polestar cars on the road with Switch Live powered by Myenergi.

MIKE MASSARO

TIMETABLE

FRIDAY 26 AUGUST

0730 Gates open

0900-1231 Qualifying

Lunchtime Anniversary & Car Club Parades

1331-1900 Qualifying

2200 Venue closes

SATURDAY 27 AUGUST

0730 Gates open

0900 Race 1 FJHRA Historic Formula Junior

0940 Race 2 HSCC Historic Formula 2

1020 Race 3 MRL Tony Dron Memorial Trophy Touring Cars

1125 Race 4 MRL Pre-War Sports Cars 'BRDC 500'

Lunchtime Anniversary & Car Club Parades

1305 Race 5 Frank Williams Memorial Trophy Masters Racing Legends (3-litre F1)

1345 Race 6 Masters GT4 Classic Silverstone Challenge

1435 Ignition GP '90s F1 Demonstration

1510 Race 7 HGPCA Pre-'66 Grand Prix Cars

1550 Race 8 International Trophy Pre-'66 GT Cars

1650 40 years of Group C Demonstration

1710 Race 9 Masters Endurance Legends

1810 Race 10 Yokohama Trophy Masters Sportscar Legends

2200 Venue closes

SUNDAY 28 AUGUST

0730 Gates open

0900 Race 11 FJHRA Historic Formula Junior

0940 Race 12 RAC Woodcote/Stirling Moss Trophy (MRL '50s Sports)

1040 Retro Run Parade

1100 Race 13 HSCC Historic Formula 2

1140 Race 14 RAC Historic Tourist Trophy (MRL Pre-'63 GT)

Lunchtime Anniversary & Car Club Parades

1330 Race 15 Frank Williams Memorial Trophy Masters Racing Legends (3-litre F1)

1410 Race 16 HGPCA Pre-'66 Grand Prix Cars

1450 Race 17 Masters Endurance Legends

1540 Ignition GP '90s F1 Demonstration

1615 Race 18 HSCC Thundersports

1715 Race 19 Masters GT4 Classic Silverstone Challenge

1755 40 years of Group C Demonstration

1815 Race 20 Adrian Flux Trophy Transatlantic Pre-'66 Touring Cars

2200 Venue closes

WRC YPRES RALLY

There's plenty more left in the Tanak

The 2019 champion is turning things around at Hyundai. First a win on Rovanpera's roads in Finland, and now victory in Neuville's homeland

TOM HOWARD

PHOTOGRAPHY **McKLEIN**

At times it felt like nobody wanted to win Ypres Rally Belgium, such was the attrition on the World Rally Championship's latest asphalt instalment, and the rate at which the leaders fell by the wayside. That was until Hyundai's Ott Tanak inherited the lead following an unceremonious exit for home hero, team-mate and odds-on favourite Thierry Neuville. Few would have predicted Tanak to star in Neuville's back yard, but the Estonian appears to have unearthed the form that helped guide him to the 2019 world title to deliver a second surprise win on the bounce.

Ypres has developed a reputation of providing one of the toughest asphalt tests in rallying thanks to its narrow ribbons of road, lined by perilous deep ditches that cut across the fields of the Flanders region – once home to battles of a very different kind. This grim moment in history was respected by the WRC drivers, who lay wreaths to pay tribute to the fallen at Ypres' famous Menin Gate First World War memorial before the rally began.

The weather dominated the event build-up, with teams expecting rain to dominate Friday, turning an already tough rally into arguably the most difficult wet Tarmac challenge in the world. M-Sport's

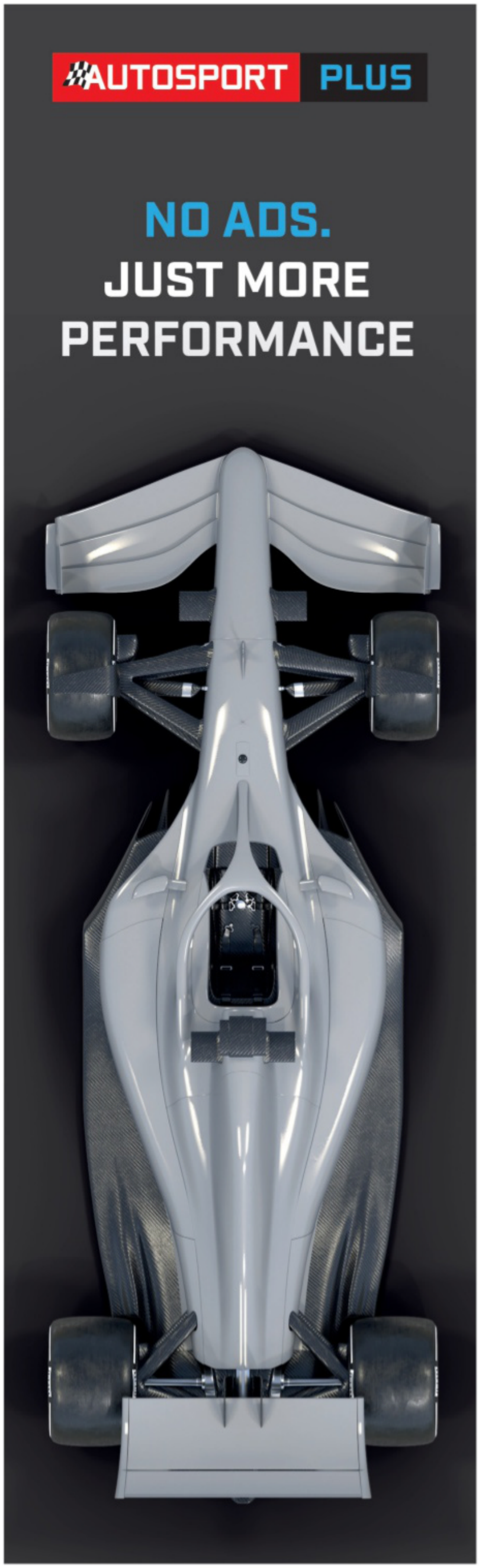
Adrien Fourmaux, who lives just an hour from Ypres, offered some sobering words: "I think the key to winning the rally is to think that you don't want to win the rally. If you want to win, you will crash." These words would come back to haunt the Frenchman.

Shakedown was held in sunny conditions and it went to expectations as Neuville topped the times from Toyota's Kalle Rovanpera, who entered the rally with the slim prospect of clinching the championship, should he win and Neuville and Tanak hit trouble. But the prospect wasn't in the 21-year-old's thoughts.

The rain failed to materialise on a Friday morning that proved Rovanpera is human after all. The runaway championship leader had been unstoppable this year, racking up five wins and a 94-point lead to boot, but his run came to an end in spectacular fashion. The Finn won the opening stage, but the next test provided the rarest of collectors' items. At the start, unusually raised voices could be heard from the GR Yaris as Rovanpera and co-driver Jonne Halttunen became agitated by what was labelled a "big timing mess" that delayed the start of the stage due to a communication issue between Rally HQ and the stage commander.

Once under way, a ragged Rovanpera run followed, until it came to an abrupt halt when he misjudged a left-hander, blaming the error on an optimistic pace note. The result was a series of violent rolls after running wide into a ditch, and a destroyed car. Driver and co-driver clambered out, but it was day over. The pair would return on Saturday after a lengthy repair job, where only the chassis, fuel tank and engine remained untouched. "For sure it was disturbing in the beginning but I think at halfway into the stage it shouldn't affect us anymore," said Rovanpera of the timing delay. "I don't know what they [the organisers] were doing, but for sure it was not good."

Rovanpera's shock retirement handed the lead to Toyota's Elfyn Evans, with Tanak in hot pursuit. But just as surprising as Rovanpera's roll was when Neuville, lacking confidence on the »



Rovanpera wasn't going to extend his points lead after this escapade

slippery roads, made a costly error on the opening stage when he overshot a junction, leaving him to play catch-up after dropping 10 seconds. "I am fighting with the car at the moment and compared to last year it's not enjoyable," said the 2021 Ypres winner.

Despite the handling challenges of the Hyundai i20 N, Neuville's knowledge of the roads prevailed and he steadily clawed back the lost time, winning five of the day's eight stages to end Friday leading by 2.5s from Tanak, who was also struggling with his Hyundai, and a puncture in the morning. "I thought I had something broken in the rear, it was really searching the road, but then I realised it was just the car. It's like this," said Tanak.

Evans also lost time to a puncture, but it was a rare co-driver timing error that did the most damage when Evans and Scott Martin were slapped with a 10s penalty for checking into stage eight a minute late, which left them 13.7s in arrears. "Let's say there was a small co-driver equipment malfunction and it's an unfortunate error, but one in four years is not so bad," offered Evans.

The rain that the teams and drivers had been fearing did arrive, but not in the quantity expected. Patchy showers caught out the later runners during the morning, with M-Sport's trio of Craig Breen, Adrien Fourmaux and Gus Greensmith, Toyota's Esapekka Lappi and Hyundai's Oliver Solberg facing the worst of the conditions. Lappi's expectations ahead of the event were to finish with the roof and his windscreen intact on his GR Yaris, following his bizarre recovery to third from a roll in Finland. The Finn was lucky to escape a run-in with a fence post to end Friday in fourth place.

Several drivers gambled on wet-weather tyres for the afternoon

Second in a row for Jarveoja and Tanak

“The stage was red-flagged. A third crash in as many rallies for Breen made grim reading”

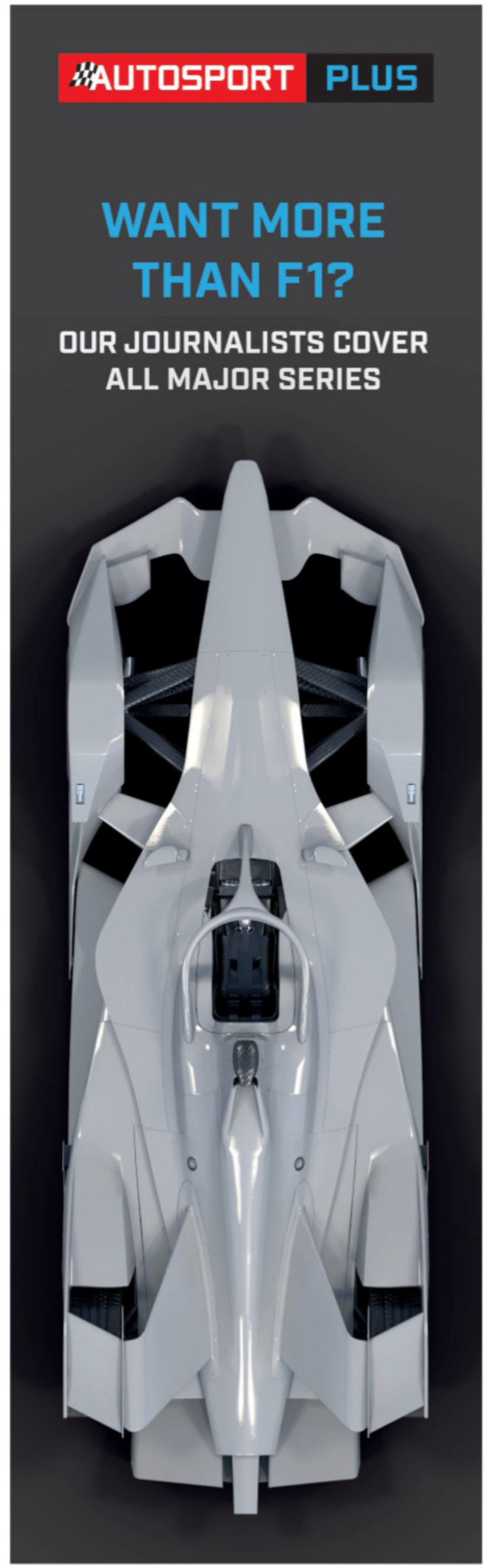
stages, but these stayed dry... It was a double blow for Breen, whose rally preparations were hampered when a fire on his Ford Puma wiped out the majority of his pre-event test. The Irishman was caught out by rain in the morning and then struggled with wets in the dry, leaving him almost a minute adrift in fifth, ahead of Greensmith, Solberg and Fourmaux. The last-named had run as high as fourth before facing the worst of the rain. The only other Rally1 driver missing from the top 10 was Toyota’s Takamoto Katsuta, who lost several minutes to a gearbox issue that forced the Japanese to pull over, before finishing the morning loop stuck in third gear.

While the service park was still stunned by Rovanpera’s surprise exit, the series leader promptly quashed any suggestions that the accident had dented his confidence. Back aboard his freshly rebuilt GR Yaris, he won Saturday’s first stage. But the day would be dominated by two significant crashes for his rivals, outlining how the Ypres roads can bite.

Stage 10 proved to be one that M-Sport and Breen will want to forget in a hurry. Judging by the first two splits, the Irishman, a former Ypres winner, appeared set to launch his charge up the leaderboard, but a mistake at a left-hander catapulted his Puma into barrel-rolls after running wide into a ditch. Breen and co-driver Paul Nagle were OK after crawling out of their upturned vehicle while spectators rushed to put out a small grass fire. Organisers red-flagged the stage. A third crash in as many rallies for Breen made for grim reading.

The accident had briefly elevated team-mate Greensmith into fifth before moments later he ran off the road and into a field, damaging the Puma’s rear, which required a repair costing him several minutes. The Brit managed to get going and even stopped to assist the stricken Breen, who had gone off the road at the same point where team-mate Fourmaux flirted with a ditch and was luckily saved by a hay bale on the corner exit.

At the front Neuville began to stretch his legs, now feeling much more comfortable behind the wheel. He was helped by Tanak suffering from a transmission issue that left him with an inconsistent four-wheel-drive system, stating that “you can drive it forever, but not like a rally car”. Neuville felt his team-mate was milking the issue, replying: “I am not really sure »



if Ott has problems. I think if Ott has problems then I have only three cylinders."

Tanak's glitch was fixed during the midpoint service and it was the 2019 champion who ended the day on top at the expense of his team-mate after a major twist in the event. Neuville was holding a comfortable 17.2s lead when a seemingly regulation tight left that had become dusty from the earlier runners caught him out, and he slid into a deep ditch. Spectators rushed to his aid to pull the car out, but the damage to the front was too severe. There was a collective sigh and shock from the hordes of Neuville fans who had turned out to cheer on their local hero. "It felt like a big surprise for me and I couldn't do anything," said the dejected Walloon, who would return for Sunday's action. "I should have maybe spun the car, but you always try to carry on and not lose any time."

Neuville's exit set up a potential grandstand finish, with 8.2s separating Tanak and Evans, and Lappi now holding the final

Fourth place was a WRC career best for Solberg

"A lot of things were happening around us with other people and we kept it together"

podium spot in front of Solberg, who had driven smartly avoiding trouble. Solberg's drive was noteworthy, following as it did his early Finland exit, which left him in tears, prompting a 40km quad-bike drive at his home to reset his mind.

Evans started Sunday on a charge, winning the day's first two stages to nibble a chunk out of Tanak's advantage and serving a reminder that he was ready to pounce on any mistake. But it was Fourmaux who perhaps served the biggest reminder of the perils of Ypres. He'd been demoted to a comfortable fifth by a penalty for being late to stage after getting pulled over by police on a road section on Saturday evening, and reaching the finish in fifth would have been a silver lining for M-Sport. But it wasn't to be. Fourmaux threw away the result on the penultimate stage by almost flipping his Puma after miscalculating a left-hander. The crash summed up M-Sport's disastrous weekend.

Up front, Tanak cruised through the final stages to claim his third win of the season by 5.0s from Evans, who racked up his fourth second-place finish of 2022, with Lappi completing his own objective of finishing with a roof and windscreen in third.

"Our pre-event test was not really great so we didn't have a great confidence before the rally," explained Tanak, "but during the rally we were able to pull it together. A lot of things were happening around us with other people and we kept it together. It was not coming by pure performance you know, it was quite a job."

There was double joy at Hyundai as Solberg took fourth to complete an impressive turnaround from his Finland nightmare, while Katsuta recovered to fifth in his Toyota to become the only Rally1 driver to finish every rally this season inside the points.

In the WRC2 class, Stephane Lefebvre took the honours in his Citroen from the Skoda of Andreas Mikkelsen, while ex-Formula 1 driver Jos Verstappen finished 60th on his WRC debut. At least he was placed ahead of Rovanpera and Breen, after an off in stage 13 when leading the Masters Cup class.

While all the plaudits surrounded Tanak, Rovanpera showed that he's still the driver to beat by claiming the five bonus points on the power stage to stem the reduction of his championship lead to 72 points. It seems that the Tanak of old is back, albeit too late to worry champion-elect Rovanpera.

Evans brought his Toyota home in a solid second

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SOUL-SEARCHING AT M-SPORT

Following its disastrous Ypres Rally, M-Sport is searching for answers to arrest its poor World Rally Championship form. The Ford squad has struggled for results in recent months, with its most recent podium arriving in June courtesy of Craig Breen's second place in Sardinia. The team's fortunes failed to improve in Belgium, with all three drivers – Breen, Gus Greensmith and Adrien Fourmaux – involved in costly incidents.

M-Sport started the year leading the manufacturers' championship following Sebastien Loeb's Monte Carlo win, which was backed up by a third for Breen and a fifth for Greensmith. But Breen's Sardinia result is the team's only subsequent podium, and its Pumas have recorded just three further top-five finishes among the roster of three full-time and two part-time drivers.

Team principal Richard Millener accepts that the current form isn't good enough. While he ruled out any hasty decisions, he revealed that M-Sport will regroup to discuss its plan.

"It's part of rallying, that can happen, but to have the amount of bad luck we're having or mistakes that are being made is not good for anybody," said Millener. "I still stand by the team, stand by the car. We've got to work together again, there's no point fighting internally with each other. We need to get better results, simple as that. It's very difficult, you put them [the drivers] under pressure to do better, that doesn't work. You give them no pressure to just enjoy themselves, that hasn't worked.

"But it all links together. Ultimately it's not just M-Sport; there's a lot of partners to make this happen and if you want to be a complete negative person, then you could say that some of those partners decide that it's not working for them and the funding goes, then it becomes very, very tricky for us. Ultimately, they've got to work with us.

"The car won a WRC event so it isn't bad. I think we need to certainly have a regroup at the start of the week but wait until then to decide anything, if there was anything."

RESULTS ROUND 9/13, YPRES RALLY BELGIUM, 18-21 AUGUST

POS	DRIVER / CO-DRIVER	TEAM / CAR	TIME
1	**Ott Tanak** (EST) **Martin Jarveoja** (EST)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	2h25m38.9s
2	**Elfyn Evans** (GBR) **Scott Martin** (GBR)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	+5.0s
3	**Esapekka Lappi** (FIN) **Janne Ferm** (FIN)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	+1m41.6s
4	**Oliver Solberg** (SWE) **Elliott Edmondson** (GBR)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	+3m28.5s
5	**Takamoto Katsuta** (JPN) **Aaron Johnston** (GBR)	Toyota Gazoo Racing WRT NG / Toyota GR Yaris Rally1	+6m06.1s
6	**Stephane Lefebvre** (FRA) **Andy Malfoy** (FRA)	Citroen C3 Rally2	+9m45.7s
7	**Andreas Mikkelsen** (NOR) **Torstein Eriksen** (NOR)	Toksport / Skoda Fabia Rally2 Evo	+10m03.8s
8	**Yohan Rossel** (FRA) **Valentin Sarreaud** (FRA)	PH Sport / Citroen C3 Rally2	+10m54.8s
9	**Chris Ingram** (GBR) **Craig Drew** (GBR)	Skoda Fabia Rally2 Evo	+11m20.8s
10	**Nikolay Gryazin** (RUS) **Konstantin Aleksandrov** (RUS)	Toksport WRT 2 / Skoda Fabia Rally2 Evo	+11m26.8s
OTHERS			
18	**Gus Greensmith** (GBR) **Jonas Andersson** (SWE)	M-Sport Ford WRT / Ford Puma Rally1	+18m40.4s
19	**Thierry Neuville** (BEL) **Martijn Wydaeghe** (BEL)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	+19m50.5s
62	**Kalle Rovanpera** (FIN) **Jonne Halttunen** (FIN)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	+1h10m29.5s
63	**Craig Breen** (IRL) **Paul Nagle** (IRL)	M-Sport Ford WRT / Ford Puma Rally1	+1h10m59.4s
R	**Adrien Fourmaux** (FRA) **Alexandre Coria** (FRA)	M-Sport Ford WRT / Ford Puma Rally1	SS19-accident

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 **Vleteren 1** (7.44 miles)	Rovanpera 6m08.2s	**Rovanpera**	Evans +2.5s
SS2 **Westouter-Boeschepe 1** (12.18 miles)	Neuville 10m07.5s	**Evans**	Tanak +1.2s
SS3 **Mesen-Middelhoek 1** (4.96 miles)	Tanak 4m23.1s	**Evans**	Tanak +0.6s
SS4 **Langemark 1** (5.56 miles)	Evans 4m13.5s	**Evans**	Tanak +2.3s
SS5 **Vleteren 2** (7.44 miles)	Tanak and Neuville 6m10.8s	**Evans**	Tanak +1.1s
SS6 **Westouter-Boeschepe 2** (12.18 miles)	Neuville 10m03.6s	**Evans**	Tanak +2.3s
SS7 **Mesen-Middelhoek 2** (4.96 miles)	Neuville 4m18.9s	**Neuville**	Tanak +0.6s
SS8 **Langemark 2** (5.56 miles)	Neuville 4m12.6s	**Neuville**	Tanak +2.5s
SS9 **Reninge 1** (9.32 miles)	Rovanpera 7m48.8s	**Tanak**	Neuville +0.1s
SS10 **Dikkebus 1** (8.88 miles)	Lappi, Tanak, Neuville, Evans and Rovanpera 7m42.9s	**Tanak**	Neuville +0.1s
SS11 **Wijtschate 1** (9.32 miles)	Neuville 7m21.1s	**Neuville**	Tanak +6.1s
SS12 **Hollebeke 1** (13.87 miles)	Neuville 11m30.9s	**Neuville**	Tanak +16.2s
SS13 **Reninge 2** (9.32 miles)	Neuville 7m51.1s	**Neuville**	Tanak +18.3s
SS14 **Dikkebus 2** (8.88 miles)	Evans 7m38.6s	**Neuville**	Tanak +17.2s
SS15 **Wijtschate 2** (9.32 miles)	Tanak 7m19.2s	**Tanak**	Evans +6.3s
SS16 **Hollebeke 2** (13.87 miles)	Tanak 11m29.1s	**Tanak**	Evans +8.2s
SS17 **Watou 1** (7.68 miles)	Evans 6m18.7s	**Tanak**	Evans +7.1s
SS18 **Kemmelberg 1** (8.27 miles)	Evans 7m02.8s	**Tanak**	Evans +6.7s
SS19 **Watou 2** (7.68 miles)	Tanak 6m18.8s	**Tanak**	Evans +7.2s
SS20 **Kemmelberg 2** (power stage) (8.27 miles)	Rovanpera 6m58.6s	**Tanak**	Evans +5.0s

DRIVERS' CHAMPIONSHIP **1 Rovanpera 203**; 2 **Tanak** 131; 3 **Evans** 116; 4 **Neuville** 106; 5 **Katsuta** 92; 6 **Breen** 64; 7 **Lappi** 57; 8 **Sebastien Loeb** 35; 9 **Sebastien Ogier** 34; 10 **Dani Sordo** 34.

MANUFACTURERS' CHAMPIONSHIP **1 Toyota Gazoo Racing WRT 381**; 2 **Hyundai Shell Mobis WRT** 293; 3 M-**Sport Ford WRT** 188; 4 **Toyota Gazoo Racing WRT NG** 100.

NEXT REPORT

ACROPOLIS RALLY 15 SEPTEMBER ISSUE

Newgarden heats up the title race

INDYCAR SERIES
ST LOUIS (USA)
20 AUGUST
ROUND 14/16

IndyCar could not have planned this championship fight better. In qualifying at World Wide Technology Raceway, Team Penske's Will Power matched Mario Andretti's all-time Indycar record of 67 pole positions, and the next six grid slots were taken by the drivers closest to Power in the hunt for the 2022 title. Marcus Ericsson scored his best qualifying result to date to start his Chip Ganassi Racing car on the front row, ahead of the other two Penske drivers, Josef Newgarden and Scott McLaughlin. Ganassi's two champs, Alex Palou and Scott Dixon, occupied row three, and Pato O'Ward was seventh for Arrow McLaren SP.

Come the end of the race, Power's championship lead was just three points over Newgarden, who scored his fifth win of the season, and the top four are now covered by just 17 points.

The first half of this race was less thrilling, with everyone trying to make it on three stops, running at 165mph, praying for cautions to alleviate fuel worries. (For context, Power's two-lap pole average had been 182mph, and Newgarden's eventual fastest race lap was 176.) Power led for 128 laps and, through the first stint, his closest pursuer was Ericsson, while McLaughlin swept around the outside of Newgarden at the start of the race to grab third. O'Ward got around Palou on lap one and Dixon on lap three, but it took until lap 48 before he demoted Newgarden to fifth.

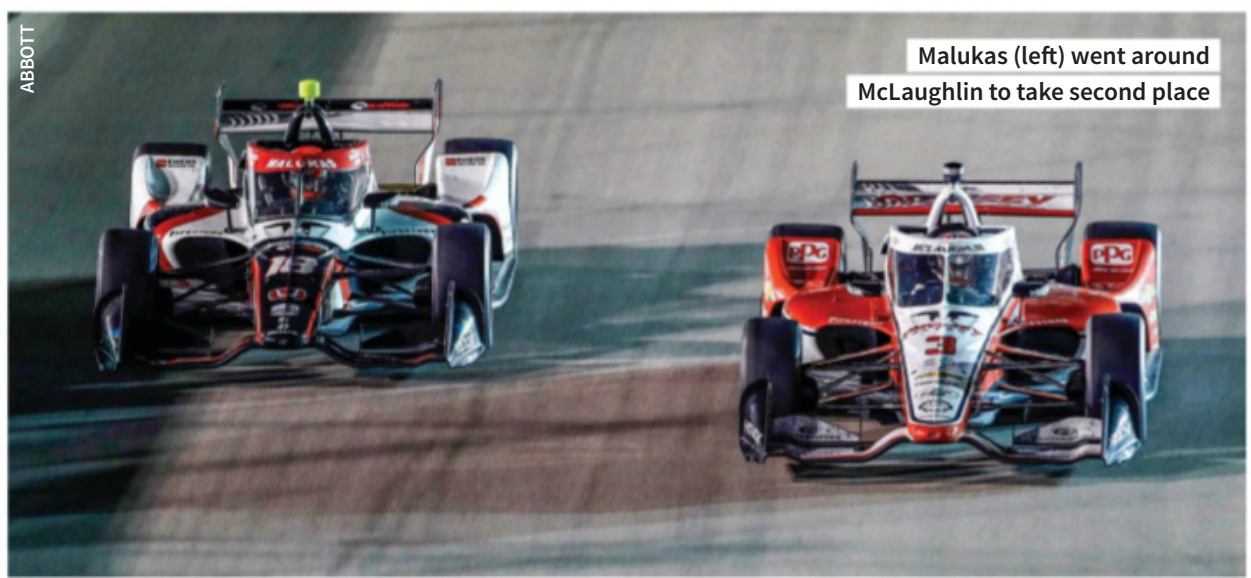
Then Ericsson had a slightly longer first stop than his rivals and fell to fourth, now behind not only Power but also McLaughlin and O'Ward. Newgarden passed Ericsson for fourth on lap 89, and two laps later was third, after O'Ward attacked McLaughlin and lost his front end in the Penske car's dirty air. The AMSP driver would reclaim third spot shortly afterwards.

That was a lap before Dale Coyne Racing put Takuma Sato off strategy, pulling him in from seventh for an extremely early second stop. With rain imminent, DCR hoped Sato would hit the front when those ahead made their second stops. He did that, and the Japanese led for 18 racing laps. Then, on lap 145, the yellows flew for the first time when Jack Harvey brushed the SAFER barrier.

This was the turning point of the race, for when the pits opened, McLaughlin and Newgarden stopped, as did Sato. With only eight cars on the lead lap, they had little to lose and much to gain: they would be on fresh tyres, and have a full tank of gas. Unlike Power, O'Ward, Ericsson, Dixon and Palou, they would no longer be lifting off the throttle just past the start-finish line to save fuel, so would hit the front rapidly. If the race was called early for weather, they were ahead; if the rain didn't arrive, they would still be in front when everyone stopped again.

So although O'Ward jumped Power on the lap 157 restart, his joy was short-lived. Newgarden, up from seventh, was leading within nine laps, and McLaughlin was into second a dozen tours later. When O'Ward and Power made their third stops under green-flag conditions, a DCR car was into third but it was now rookie David Malukas, who had also stopped under yellows, ahead of team-mate Sato.

Then Newgarden and McLaughlin pitted for a fourth time, leaving a Coyne 1-2 with rain imminent. But four laps later, DCR



ABBOTT

Malukas (left) went around McLaughlin to take second place

POWERED BY motorsport STATS

LEVITT

Plenty of fireworks still to come from Newgarden?

ABBOTT

Power matched Mario Andretti's record of 67 Indycar poles

ALL PHOTOGRAPHY motorsport IMAGES

GALSTAD

O'Ward hung on to finish fourth

GALSTAD

had to pit them, allowing McLaughlin and Newgarden to retake first and second in that order — Newgarden had been baulked by rookie Christian Lundgaard on his in-lap, allowing McLaughlin to emerge ahead.

The rain caused a caution, then a stoppage, but two hours and 15 minutes later the race restarted with McLaughlin ahead of Newgarden, O'Ward, Power (these two on old tyres and needing to eke out their fuel), Malukas, Sato and Graham Rahal. The Ganassi trio — Ericsson, Dixon and Palou — all pitted before the restart and were next.

At the drop of the green, with 36 laps to go, McLaughlin retained his lead briefly, but into Turn 3 Newgarden dived down his inside to hit the front. Malukas passed Power and O'Ward, and then closed on the Penske pair as they hit lapped traffic. On the 260th and final lap, the rookie was on McLaughlin's tail and, when the Kiwi covered the inside line into Turn 1, the Coyne driver flicked right and was ahead as they exited Turn 2 for an impressive second.

O'Ward retained fourth, while Power ceded fifth to Sato, who needlessly made contact with the points leader.

DAVID MALSHER-LOPEZ

NEXT REPORT

PORTLAND
8 SEPTEMBER ISSUE

RESULTS ROUND 14/16, ST LOUIS (USA), 20 AUGUST (260 LAPS – 325.000 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	**Josef Newgarden** (USA)	Team Penske / Dallara-Chevrolet	2h10m40.1827s
2	**David Malukas** (USA)	Dale Coyne Racing with HMD / Dallara-Honda	+0.4708s
3	**Scott McLaughlin** (NZL)	Team Penske / Dallara-Chevrolet	+1.5254s
4	**Pato O'Ward** (MEX)	Arrow McLaren SP / Dallara-Chevrolet	+5.2079s
5	**Takuma Sato** (JPN)	Dale Coyne Racing with RWR / Dallara-Honda	+5.5365s
6	**Will Power** (AUS)	Team Penske / Dallara-Chevrolet	+11.8662s
7	**Marcus Ericsson** (SWE)	Chip Ganassi Racing / Dallara-Honda	+12.6189s
8	**Scott Dixon** (NZL)	Chip Ganassi Racing / Dallara-Honda	+15.8852s
9	**Alex Palou** (ESP)	Chip Ganassi Racing / Dallara-Honda	+21.8239s
10	**Graham Rahal** (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+26.1005s
11	**Colton Herta** (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	-1 lap
12	**Devlin DeFrancesco** (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	-1 lap
13	**Romain Grosjean** (FRA)	Andretti Autosport / Dallara-Honda	-1 lap
14	**Jimmie Johnson** (USA)	Chip Ganassi Racing / Dallara-Honda	-1 lap
15	**Helio Castroneves** (BRA)	Meyer Shank Racing / Dallara-Honda	-1 lap
16	**Felix Rosenqvist** (SWE)	Arrow McLaren SP / Dallara-Chevrolet	-1 lap
17	**Kyle Kirkwood** (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	-2 laps
18	**Dalton Kellett** (CAN)	AJ Foyt Enterprises / Dallara-Chevrolet	-2 laps
19	**Christian Lundgaard** (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	-2 laps
20	**Simon Pagenaud** (FRA)	Meyer Shank Racing / Dallara-Honda	-3 laps
21	**Callum Ilott** (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	-3 laps
22	**Ed Carpenter** (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-4 laps
23	**Conor Daly** (USA)	Ed Carpenter Racing / Dallara-Chevrolet	244 laps-electrical
24	**Jack Harvey** (GBR)	Rahal Letterman Lanigan Racing / Dallara-Honda	239 laps-damage
25	**Alexander Rossi** (USA)	Andretti Autosport / Dallara-Honda	226 laps-fuel
26	**Rinus van Kalmthout** (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	53 laps-electrical

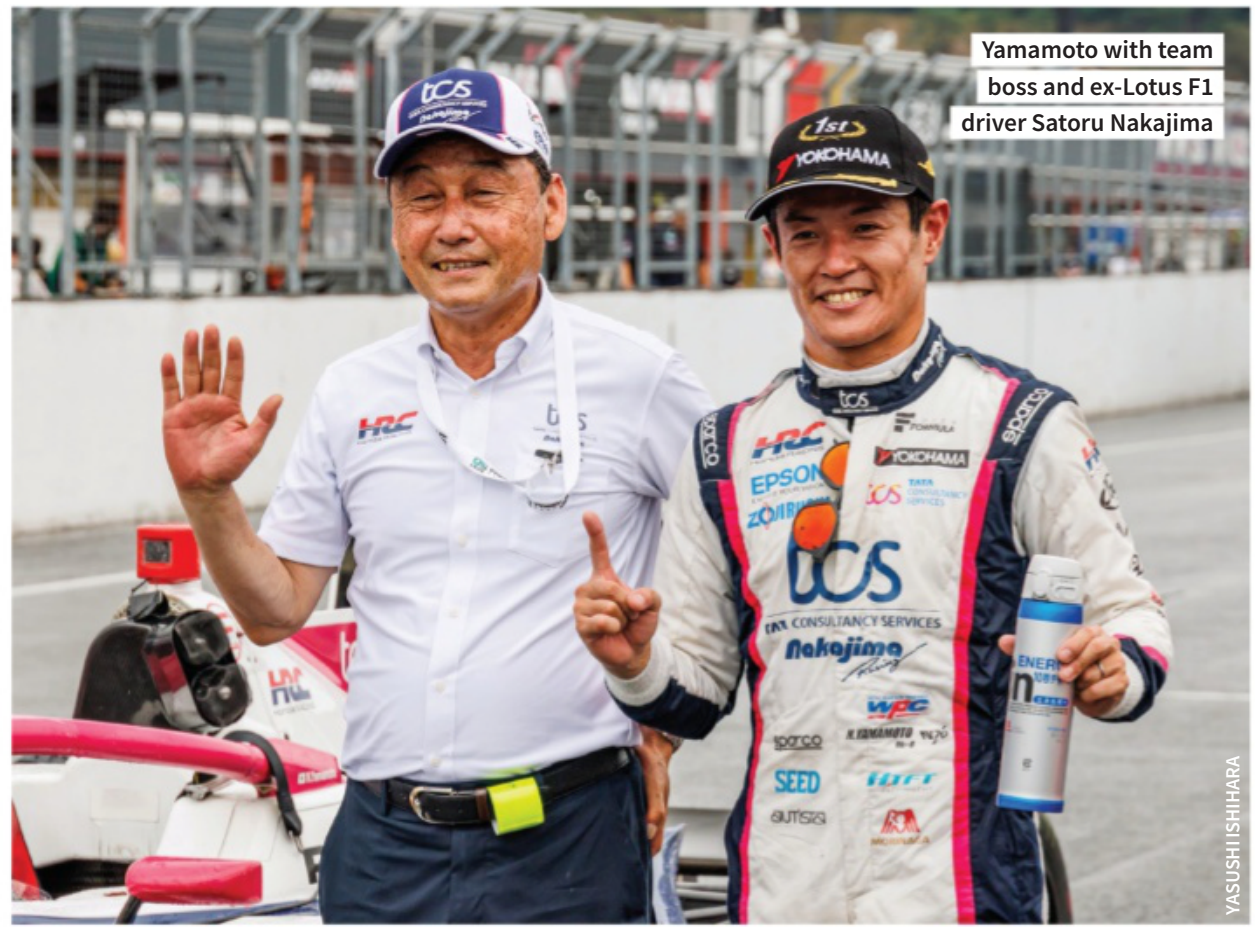
Winner's average speed 149.231mph. **Fastest lap** **Newgarden** 25.5579s, 176.071mph.

QUALIFYING **1 Power 182.727mph**; 2 **Ericsson** 182.070mph; 3 **Newgarden** 181.629mph; 4 **McLaughlin** 181.406mph; 5 **Palou** 181.289mph; 6 **Dixon** 180.954mph; 7 **O'Ward** 180.303mph; 8 **Sato** 180.048mph; 9 **Grosjean** 179.925mph; 10 **DeFrancesco** 179.531mph; 11 **Rossi** 179.420mph; 12 **Herta** 179.347mph; 13 **Malukas** 179.159mph; 14 **Pagenaud** 178.778mph; 15 **Harvey** 178.775mph; 16 **Daly** 178.674mph; 17 **Rahal** 178.657mph; 18 **Castroneves** 178.356mph; 19 **Lundgaard** 178.165mph; 20 **Kirkwood** 178.079mph; 21 **Johnson** 176.368mph; 22 **Ilott** 176.184mph; 23 **van Kalmthout** 176.005mph; 24 **Kellett** 173.902mph; 25 **Carpenter** 173.667mph; 26 **Rosenqvist** no speed.

CHAMPIONSHIP **1 Power 482**; 2 **Newgarden** 479; 3 **Dixon** 468; 4 **Ericsson** 465; 5 **Palou** 439; 6 **McLaughlin** 428; 7 **O'Ward** 424; 8 **Rosenqvist** 340; 9 **Rossi** 335; 10 **Herta** 334.

Barren streaks end as Nojiri closes on title

SUPER FORMULA
MOTEGI (JPN)
20-21 AUGUST
ROUND 6/7


Yamamoto with team boss and ex-Lotus F1 driver Satoru Nakajima
YASUSHI ISHIHARA

Naoki Yamamoto and Yuhi Sekiguchi both ended long winless streaks at Motegi as Tomoki Nojiri closed on a second title.

Three-time Super Formula champion Yamamoto stole the headlines on Saturday when he took a surprise victory from pole, his first in two years and first since rejoining Nakajima Racing.

Yamamoto had the weather gods on his side. A heavy rain shower led to a safety car start and, with the mandatory pitstops also being abolished, there was little that second-place man Sacha Fenestraz (Kondo Racing) could do to threaten the leader. Nojiri was third and a spin for Ryo Hirakawa, who couldn't see properly due to a leaking visor, meant Fenestraz took over as the Mugen driver's nearest title challenger.

Sunday's race took place in perfect conditions and produced an entirely different podium, with Sekiguchi and Hirakawa delivering Team Impul a 1-2 finish. The team-mates were on diametrically opposing strategies that helped them climb from sixth and seventh on the grid, with Sekiguchi pitting as soon as the window opened on lap 10 of 37 and Hirakawa waiting all the way until lap 30 for his stop.

The undercut worked wonders for Sekiguchi, who vaulted into a net lead, while Hirakawa resumed fourth before picking off Nojiri and Tadasuke Makino, who had made use of a similar strategy to Sekiguchi, to move up to second.

Despite having tyres that were 20 laps older, Sekiguchi did just enough to stave off Hirakawa in a thrilling finish and score his first Super Formula victory in three years.

Nojiri was fourth behind Makino and heads to the Suzuka double-header finale 32 points clear of Fenestraz, who finished sixth behind fading poleman Toshiki Oyu. Hirakawa is the only other title contender, 34 points back with 46 left to play for.

JAMIE KLEIN

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Larson wins after drama with team-mate Elliott

NASCAR CUP SERIES
WATKINS GLEN (USA)
21 AUGUST
ROUND 25/36

Hendrick Motorsports team-mates Kyle Larson and Chase Elliott tangled at the end of Sunday's race at Watkins Glen, with Larson claiming the victory.

Elliott, who led the most laps (29), had the inside lane on a restart with five of 90 laps to go, with Larson lined up alongside him. As the two exited Turn 1, Larson appeared to lock up his rear brakes and drifted to the left, which forced Elliott wide and allowed Larson to move into the lead.

As Elliott fell back, Larson worked to hold off AJ Allmendinger to claim his second win of the 2022 season. "I knew that was kind of my only opportunity, I'm not proud of it," Larson said. "But being in the inside right lane and him choosing the left, it definitely wins out. But when it gets so late in the race it's definitely risky."

Elliott proved the fall guy as Larson (5) made his move for victory
NKP
motorsport IMAGES

Joey Logano ended up third, Elliott finished fourth and Daniel Suarez rounded out the top five.

The race was the most internationally flavoured in NASCAR history, with drivers representing seven different countries, including Formula 1 world champion Kimi Raikkonen, who was taken out of his series debut in an accident not of his making.

One race remains in the regular season this weekend at Daytona, with one spot to be filled in the 16-driver playoff field. Ryan Blaney is highest in points of those not to have won and would claim the spot if there is not a new victor. But there are still 15 who could essentially win their way through via success at Daytona.

JIM UTTER

Shane van Gisbergen has opened up a massive series lead down under

Van Gisbergen untouchable

AUSTRALIAN SUPERCARS
SANDOWN (AUS)
20-21 AUGUST
ROUND 9/13

Shane van Gisbergen now holds a 500-point series lead in Supercars thanks to a pair of wins and a second at the Sandown SuperSprint.

At a Triple Eight stronghold since the introduction of the ZB Commodore, van Gisbergen was expected to be hard to beat. But it was Dick Johnson Racing that came out firing, Will Davison's Ford taking pole for Saturday's race before dominating the 110-kilometre heat.

But Sunday belonged to van Gisbergen. His cause was helped by Davison suffering a battery fire in the first qualifying session, which left him 11th on the grid. Davison did at least hit back in the second session with another pole.

The second race was a cakewalk for van Gisbergen, who led from lights to flag thanks to a particularly strong second stint. His final winning margin over Chaz Mostert was 7.5 seconds as a late charge from Will Brown yielded third place.

The finale was a tense affair between van Gisbergen and Davison, the Kiwi barging past Davison on the second lap. Davison was able to stay within a second of van Gisbergen throughout the first stint before opting for an overcut strategy and running long. But the tyre advantage in the second stint wasn't quite enough, and van Gisbergen was able to manage the gap to Davison as he held on for a second win.

The series heads across the ditch next month for the Auckland SuperSprint.

ANDREW VAN LEEUWEN

WEEKEND WINNERS

SUPER FORMULA
MOTEGI (JPN)
Race 1 Naoki Yamamoto
Nakajima Racing (Dallara-Honda)
Race 2 Yuhi Sekiguchi
Team Impul (Dallara-Toyota)

NASCAR CUP SERIES
WATKINS GLEN (USA)
Kyle Larson
Hendrick Motorsports (Chevrolet Camaro)

AUSTRALIAN SUPERCARS
SANDOWN (AUS)
Race 1 Will Davison
Dick Johnson Racing (Ford Mustang)
Race 2 Shane van Gisbergen
Triple Eight (Holden Commodore)
Race 3 Shane van Gisbergen
Triple Eight (Holden Commodore)

INDY LIGHTS
ST LOUIS (USA)
Matt Brabham
Andretti Autosport

INDY PRO 2000
ST LOUIS (USA)
Salvador de Alba
Jay Howard Driver Development

ADAC GT MASTERS
LAUSITZRING (DEU)
Race 1 Christian Engelhart/Ayhancan Guven
Team Joos Sportwagentechnik (Porsche 911 GT3-R)
Race 2 Tim Zimmermann/Christopher Mies
Land Motorsport (Audi R8 LMS GT3)

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Brabham's late strike opens gateway to win

INDY LIGHTS
ST LOUIS (USA)
20 AUGUST
ROUND 9/11

Win was Brabham's second of the season

PENSKE ENTERTAINMENT CORP

He left it until the closing stages, but Matt Brabham pulled off a perfectly executed pass on long-time leader Linus Lundqvist to deliver a superb win for Andretti Autosport.

From his seventh pole of the season, Lundqvist led as HMD Motorsports with Dale Coyne Racing team-mate and fellow front-row starter Benjamin Pedersen struggled to hold off Andretti Autosport duo Brabham and Christian Rasmussen, and gave up his second place to Brabham on lap two. Rasmussen kissed the wall but kept it straight, but then spent two laps side by side with Danial Frost (HMD) before establishing himself in fourth.

Lundqvist could not shake Brabham and the pair eked out a small margin over Pedersen, before Rasmussen passed his fellow Dane on lap 40 of 75. But with 25 laps to go Rasmussen smacked the Turn 2 wall with his right-rear wheel and was out.

The battle for the lead didn't seem to alter through traffic, Brabham remaining just under half a second behind Lundqvist. But once in clean air for the final 10 laps, he closed to a quarter-second. On lap 72, he rocketed off the Turn 2 apex and drafted past down to Turn 3 and grabbed the lead.

Lundqvist tried to hang on but Brabham pushed his margin to 0.925 seconds by the time he passed the chequered flag. Pedersen was 11s down by the end in third, but 1.3s ahead of Frost, with Hunter McElrea 8s further back, just ahead of team-mate Sting Ray Robb.

DAVID MALSHER-LOPEZ

Bagnaia fends off Quartararo for hat-trick

MOTOGP
RED BULL RING (AUT)
21 AUGUST
ROUND 13/20

Bagnaia took the lead from pole and was never headed

A Ducati victory at the Red Bull Ring is nothing unusual. The Italian marque has won six times at the venue since it returned to the calendar in 2016. But its latest Austrian Grand Prix triumph could well prove to be its most significant.

After a fourth DNF of the season in June's German GP, Francesco Bagnaia's title hopes lay in tatters. But a run of three victories on the bounce at Assen, Silverstone and Red Bull Ring is overturning a self-inflicted deficit to where it now stands at just 44 points from Fabio Quartararo, down from 91.

Just like at Silverstone, Bagnaia didn't start the weekend in a fashion that suggested he'd be the main threat for a race victory. It wasn't, he later explained, until Saturday's FP4 session that his Ducati team made a significant set-up step to put him back in the hunt. While he had to cede pole to Enea Bastianini on the year-old Gresini Ducati, Bagnaia made that count for nothing off the line when he grabbed the holeshot to take a lead he would not relinquish across the race's 28 laps.

Bagnaia was running the soft front tyre as a matter of safety since he felt that the race would be interrupted either by rain or cooling temperatures, and this unremarkable decision could have been his undoing. A brief attack from team-mate Jack Miller at the penultimate corner on lap seven did nothing to knock Bagnaia out of his stride and he would ultimately swell his lead from 0.4 seconds to 0.8s, and then beyond a second in the latter stages of the grand prix. But the soft front tyre in the normal conditions of the race did begin to cause him front locking problems, and Bagnaia got his Ducati to the chequered flag first to celebrate a fourth win of the 2022 season – "one of the hardest" of the year – after the 28-lap distance came to his rescue.

Bagnaia's path to victory was boosted by championship leader Quartararo managing only fifth in qualifying on a Yamaha that is "a nightmare" on time attack, given how he is having to over-ride it to overcome its top speed and rear grip deficiencies. A late change from the medium front to the hard would stop Quartararo from making any gains on the opening laps as he waited for the compound to come up to temperature. When he was released into his rhythm, a gap of over a second separated Quartararo from the Ducati quartet of Bagnaia, Miller, Bastianini and Pramac's Jorge Martin. With a struggling Aprilia of Aleix Espargaro behind him, Quartararo was free to run the Yamaha in the window it likes to perform at its best.

When a kerb strike damaged Bastianini's front wheel on lap six, Quartararo eased past at the new Turn 2 chicane. He pushed hard – and incurred a track limits warning for his troubles – and had reeled in Martin come lap 15. A mistake by Martin at the chicane two tours later promoted Quartararo to third, and as Miller's rubber faded the Australian was easy prey for the Yamaha rider when he carved through with a stunning pass on the inside of the second part of the chicane. Introduced on safety grounds, the chicane at Turn 2 killed off a major acceleration zone and ultimately played a role in Quartararo being able to battle Ducatis at one of their strongholds.

As Bagnaia struggled with his front tyre, Quartararo annihilated half a second off the Ducati's lead on the penultimate lap. At the chequered flag the gap was 0.492s. Had the race gone for a lap longer, Bagnaia is sure

Quartararo, here leading Martin, fought through in style to second

Quartararo would have overhauled him.

With Espargaro slumping to 12th on lap one due to a front holeshot problem and having the pace only for sixth, Quartararo's championship lead is up to 32. The seemingly unstoppable Bagnaia charge threatens to make growing that advantage difficult for Quartararo. But the fact that the Frenchman came through a weekend where he had long been written off by most and narrowly missed victory shows that he is still easily MotoGP's best rider.

Miller was third after Martin crashed on the last lap trying to overtake him at Turn 1, the Pramac rider remounting to finish 10th. This moved Luca Marini (VR46 Ducati) up to a career-best fourth ahead of the Pramac machine of Johann Zarco, while KTM's Brad Binder trailed Espargaro in seventh. Alex Rins upheld Suzuki honour in eighth after a first-lap crash for Joan Mir left the 2020 world champion with a fractured right ankle.

LEWIS DUNCAN

NEXT REPORT

SAN MARINO GRAND PRIX
8 SEPTEMBER ISSUE

POWERED BY motorsport STATS

RESULTS ROUND 13/20, RED BULL RING (AUT), 21 AUGUST (28 LAPS – 75.648 MILES)

POS	RIDER	TEAM	TIME
1	**Francesco Bagnaia** (ITA)	Ducati	42m14.886s
2	**Fabio Quartararo** (FRA)	Yamaha	+0.492s
3	**Jack Miller** (AUS)	Ducati	+2.163s
4	**Luca Marini** (ITA)	VR46 Ducati	+8.348s
5	**Johann Zarco** (FRA)	Pramac Ducati	+8.821s
6	**Aleix Espargaro** (ESP)	Aprilia	+11.287s
7	**Brad Binder** (ZAF)	KTM	+11.642s
8	**Alex Rins** (ESP)	Suzuki	+11.780s
9	**Marco Bezzecchi** (ITA)	VR46 Ducati	+16.987s
10	**Jorge Martin** (ESP)	Pramac Ducati	+17.144s
11	**Fabio Di Giannantonio** (ITA)	Gresini Ducati	+17.471s
12	**Miguel Oliveira** (PRT)	KTM	+18.035s
13	**Maverick Vinales** (ESP)	Aprilia	+20.012s
14	**Alex Marquez** (ESP)	LCR Honda	+26.880s
15	**Andrea Dovizioso** (ITA)	RNF Yamaha	+29.744s
16	**Pol Espargaro** (ESP)	Honda	+30.994s
17	**Stefan Bradl** (DEU)	Honda	+37.960s
18	**Raul Fernandez** (ESP)	Tech3 KTM	+42.082s
19	**Lorenzo Savadori** (ITA)	Aprilia	+46.666s
20	**Remy Gardner** (AUS)	Tech3 KTM	-1 lap
R	**Franco Morbidelli** (ITA)	Yamaha	25 laps-accident
R	**Darryn Binder** (ZAF)	RNF Yamaha	12 laps-accident
R	**Takaaki Nakagami** (JPN)	LCR Honda	9 laps-accident
R	**Enea Bastianini** (ITA)	Gresini Ducati	6 laps-front wheel
R	**Joan Mir** (ESP)	Suzuki	0 laps-accident

WEEKEND WINNERS

MOTO2
RED BULL RING (AUT)
Ai Ogura (below)
Honda Team Asia (Kalex)

MOTO 3
RED BULL RING (AUT)
Ayumu Sasaki
Husqvarna Max (Husqvarna)

Winner's average speed 107.434mph. **Fastest lap** **Martin** 1m29.854s, 108.244mph.

QUALIFYING 2 **1 Bastianini 1m28.772s**; 2 **Bagnaia** 1m28.796s; 3 **Miller** 1m28.881s; 4 **Martin** 1m28.958s; 5 **Quartararo** 1m29.003s; 6 **Zarco** 1m29.046s; 7 **Vinales** 1m29.135s; 8 **Mir** 1m29.255s; 9 **A Espargaro** 1m29.255s; 10 **Di Giannantonio** 1m29.336s; 11 **Rins** 1m29.424s; 12 **B Binder** 1m29.536s.

QUALIFYING 1 **A Espargaro** 1m29.231s; **Di Giannantonio** 1m29.350s; 13 **Marini** 1m29.386s; 14 **Nakagami** 1m29.390s; 15 **P Espargaro** 1m29.475s; 16 **Morbidelli** 1m29.540s; 17 **Oliveira** 1m29.613s; 18 **Bradl** 1m29.809s; 19 **Dovizioso** 1m30.085s; 20 **Bezzecchi** 1m30.122s; 21 **D Binder** 1m30.328s; 22 **Gardner** 1m30.397s; 23 **Fernandez** 1m30.475s; 24 **Savadori** 1m30.487s; 25 **Marquez** 1m33.653s.

RIDERS' CHAMPIONSHIP **1 Quartararo 200**; 2 **A Espargaro** 168; 3 **Bagnaia** 156; 4 **Zarco** 125; 5 **Miller** 123; 6 **Bastianini** 118; 7 **B Binder** 107; 8 **Rins** 92; 9 **Martin** 87; 10 **Oliveira** 85; 11 **Vinales** 85; 12 **Mir** 77; 13 **Marini** 69; 14 **Bezzecchi** 68; 15 **Marc Marquez** 60; 16 **Nakagami** 45; 17 **P Espargaro** 42; 18 **A Marquez** 29; 19 **Morbidelli** 26; 20 **Di Giannantonio** 23; 21 **Dovizioso** 11; 22 **D Binder** 10; 23 **Gardner** 9; 24 **Fernandez** 5; 25 **Bradl** 0; 26 **Michele Pirro** 0; 27 **Savadori** 0.

MANUFACTURERS' CHAMPIONSHIP **1 Ducati 296**; 2 **Yamaha** 200; 3 **Aprilia** 185; 4 **KTM** 140; 5 **Suzuki** 118; 6 **Honda** 90.

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- Communicate clearly with members of the group in a timely manner and support everyone meeting their targets
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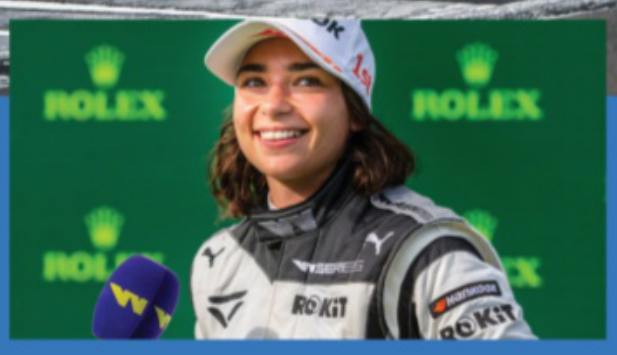

CHADWICK TO MAKE **BRITISH RALLYCROSS** BOW

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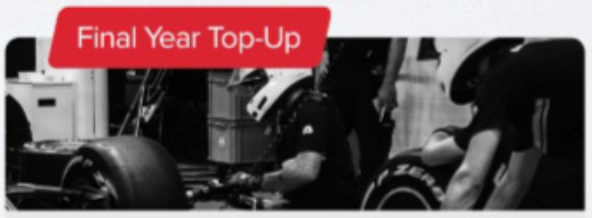

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MATT BRISTOW

Chadwick, Smith plan BRX debuts

BRITISH RALLYCROSS

W Series dominator Jamie Chadwick is set to make her British Rallycross debut at Pembrey this weekend in the RX150 buggy class.

Chadwick (below) has previous off-road experience from her time competing in Extreme E last season with the Veloce squad, but this will be the first time she has tackled the rallycross discipline.

The Williams Formula 1 development driver is on course to land her third W Series crown this year. She leads the standings by 75 points with four races to go but, with the next round not until October, she is able to join the rallycross field during the break.

"I'm so excited to get my first taste of rallycross at Pembrey in the RX150 Championship [above]," she said. "It's something I've wanted to do for a long time so I'm very grateful for the opportunity. I'm looking forward to learning as much as possible and enjoying the experience!"

Chadwick is not the only racing champion switching codes for this weekend's Welsh double-header – six-time British Truck Racing title winner Ryan Smith (right) is also due to be joining the RX150 division.

"Pembrey is one of my favourite tracks on the calendar to race at, so it's a pleasure to be able to compete in what is such a prestigious event," said Smith. "I'm looking

forward to getting behind the wheel of something that is very much out of my comfort zone; I'll be giving it my all and I'll look to put on a show for the fans."

Meanwhile, the Pembrey event will feature 2017 BRX Supercar champion Nathan Heathcote's return to the series. More recently he has been racing a historic Mini, but he will be back behind the wheel of a Citroen C4 this weekend.

More top 10 tin-top showdowns planned

HILLCLIMB

The top 10 hillclimb showdown for closed-cockpit cars could be repeated following a successful trial event at Shelsley Walsh earlier this month.

The idea was to bring the fastest 10 'tin-tops' together for a winner-takes-all run-off after the class runs. The mighty MG Metro 6R4 of Ian Rowlance was the first winner, less than 0.1 seconds ahead of the potent Audi S4 of Roger Banks and the shared 1000bhp Subaru Legacy of Steven Darley and Damien Bradley.

Bradley was keen to see the initiative run: "Roger Banks created this concept of the top 10 run-off and I think it's getting a bit more coverage for the tin-tops, the exciting

Rowlance's 6R4 was the winner at Shelsley

PAUL LAWRENCE

monsters. I think spectators really enjoyed it as well."

Banks hopes it can be repeated at other events. "There are so many cars that potentially could come to the hills to entertain crowds that are closed cars," he said. "This was just an experiment to see if people liked it and whether the format would work.

"The bottom line is it gains publicity for these high-powered cars that people can relate to on the street."

PAUL LAWRENCE

BIKE RACER LEES SWAPS TO FF1600

FORMULA FORD 1600

Motorcycle convert Jody Lees made his single-seater debut at Brands Hatch last weekend when he contested the National Formula Ford 1600 races.

Lees, who over several years on two wheels mainly raced Supersport machinery, drove a Van Diemen RF06 prepared by Team Dolan. His only previous racing experience in cars had been two Caterham Roadsport outings this summer, when he qualified third on his debut.

Although he qualified at the back of the FF1600 field, Lees was able to set lap times within a second of podium finisher Shawn Rashid in the opener.

After switching to four wheels because bikes are "just so dangerous", Lees explained: "Sensationally, it isn't a million miles off. It does translate.

"Turning in and coming down through Paddock it feels very similar, even down to your core feeling. The throttle application and the apexes seem to be in about the same sort of place — it's surprisingly close. Braking in the car, there's a fair bit of difference and there's more skill involved in placing them on corner entry. But I think they're really comparable, which has been good."

MARK PAULSON

JEP

Eastwell plans Festival and Hayes returns with KMR

FORMULA FORD 1600

One-time National Formula Ford 1600 Championship runner-up Michael Eastwell will return to the category for this year's Formula Ford Festival and Walter Hayes Trophy.

Eastwell, who finished second to category benchmark Niall Murray in the 2018 championship, will return to Kevin Mills Racing for the two prestigious end-of-season events. The 26-year-old has not raced since 2019, when he finished in the top six of both events.

A year earlier, Eastwell had qualified his Spectrum 011C fastest for the 2018 Festival and won his heat before retiring from the first semi-final.

"It's been a long time coming," said Eastwell, who has spent much of the past three years in Australia. "If I didn't feel that I could come back and be competitive, I probably wouldn't be coming back. I fully intend to get back up to speed; whether I can do it in time for the end of the season, I really don't know."

Eastwell plans to begin testing the car upon his return to the UK next month and may contest the Champion of Brands round on 18 September or the National Championship finale at Donington Park a week later as part of his preparation.

"I love Formula Ford, and I'm just really excited to get back into that," he added. "It's a very pure form of racing that is not cheap but, for what racing is, it's relatively cost-effective."

MARK PAULSON

New race winner Rashid pays tribute to mentor O'Connell

FORMULA FORD 1600

First-time Formula Ford race winner Shawn Rashid paid tribute to his mentor Johnny O'Connell after claiming his maiden National Championship victory last weekend at Brands Hatch.

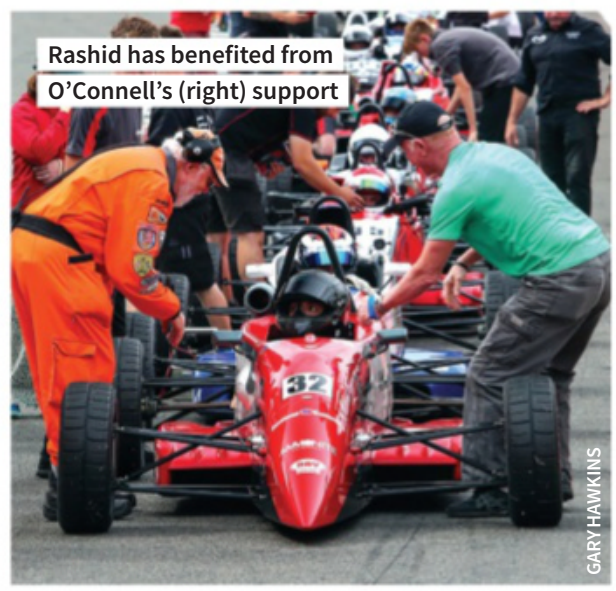
The Ammonite Motorsport rookie had not finished on the podium before last weekend's event but, after achieving his best qualifying position of fourth, he took third in the opening race. Rashid then converted reversed-grid pole to the win in Sunday's finale, with four-time Le Mans class winner O'Connell on hand to join his fellow American's celebrations.

"Johnny and I are so close," said 26-year-old Rashid, who began racing less than two years ago. "He's like my racing dad. He's been with me since day one when I started racing and I'm so glad that he was here to see all this.

"At the beginning it was a lot of skill-base stuff, but he has such a strong mindset too. He gets you focused and trains you on how to think when you are in the race car. His voice is in my head all of the time I'm racing."

After contesting this autumn's Formula Ford Festival and Walter Hayes Trophy, Rashid plans to graduate to GB3 next year. "I don't really have the liberty that some of these younger guys have," he said. "This season's been all about learning: just try to soak up as much as I can and then move up to GB3 next year."

MARK PAULSON



Rashid has benefited from O'Connell's (right) support

GARY HAWKINS

Slater impresses in place of banned Ginetta driver Aguilera

GINETTA JUNIOR

Ginetta Junior race winner Ian Aguilera has been forced onto the sidelines after receiving 12 points on his licence, while karting star Freddie Slater impressed in his place during the recent Snetterton round.

R Racing driver Aguilera — a winner at Thruxton earlier this year — picked up his latest penalty points at Knockhill when he was sanctioned for failing to slow down sufficiently behind the safety car and running wide into gravel while marshals were attending an incident. This followed earlier penalties for contact at Croft and Thruxton, which meant he had accumulated 12 points this year and triggered an automatic three-month ban.

"They seem to be clamping down on driving standards and making the penalties harsher to make the racing cleaner," said R Racing boss Jamie Ross. "It's a shame — we've really enjoyed having Ian around, but he's had to learn the hard way."

Aguilera's absence helped pave the way for World and European Junior karting champion Slater to make his debut in Norfolk earlier this month. Despite the difficult task of jumping into the series mid-year, he qualified 12th and took a best result of seventh in the opener.

"I would say Snetterton is the hardest place to do your first weekend because it's a long, technical circuit so we know Freddie is fast," Ross added. "It was nice he got a really good result in the first race."

Slater is also set to contest the Silverstone and Brands Hatch rounds and will retain his rookie status for 2023.

STEPHEN LICKORISH

Karting champion Slater took best result of seventh on debut

Allan Trophy, HRDC at Combe

CASTLE COMBE

Paralympic bronze medal-winning skier Matthew Stockford will make his car racing debut in this Monday's Dave Allan Trophy event at Castle Combe, while the Historic Racing Drivers Club will also feature at the meeting.

The annual 40-minute saloon and GT race is held in memory of former Honda test driver Allan and this year features the addition of £100 prize money for class winners. Stockford will be partnered with Alyn James in an Audi RS3 LMS for the contest.

Meanwhile, ahead of next month's Autumn Classic at the venue, the HRDC will also be in action on Monday and has attracted a strong entry. American Ford V8s head the Pre-'66 Jack Sears Trophy pack with Alex Thistlethwayte (Mustang) and local duo Chris Clarkson/David Smithies (Falcon Sprint) set to be chased by Pete Chambers (Lotus Cortina) and a gaggle of Minis with Ben Colburn and Aimee Watts to the fore.

Recent Snetterton victor Matthew Moore (AC Cobra) and Larry Tucker (Shelby Mustang GT350R) bring extra thunder to the Allstars race, which embraces GTs and touring cars. James Colburn, Ben's brother, starts as Classic Alfa Challenge favourite in a Giulia Sprint GT, but Combe GT stalwart of yore Chris Snowdon and Richard Merrell are expected to keep him on his toes in big-winged Alfetta GTV and GT Junior respectively.

STEPHEN LICKORISH & MARCUS PYE

IN THE HEADLINES

EDWARDS TO EXCELR8

Mini Challenge Trophy racer Nathan Edwards will switch to Excelr8 Motorsport for the rest of the season, starting with this weekend's round on the British Touring Car bill at Thruxton. Edwards has taken a best result of eighth so far this year with MRM. Excelr8 is the team with which he made his Mini racing debut in 2020.

SIMPSON BACK TO PICKUPS

Former British Touring Car driver Matt Simpson made his Pickup Racing seasonal debut at Donington Park last weekend, but a track-limits penalty robbed him of second in race two. Simpson's truck has been used in some races this year by his father Jeff, who drove David O'Regan's spare machine at Donington.

DAVE EDWARDS 1945-2022

Autosport is sad to report that long-serving Castle Combe chief scrutineer Dave Edwards has passed away after a short illness. Having originally raced himself in the 1970s, including driving a Brabham BT15, Edwards later switched to scrutineering and was a key figure at the Wiltshire circuit for 50 years, only standing down in 2020. Autosport sends its condolences to the family and friends of a popular and well-respected scrutineer.

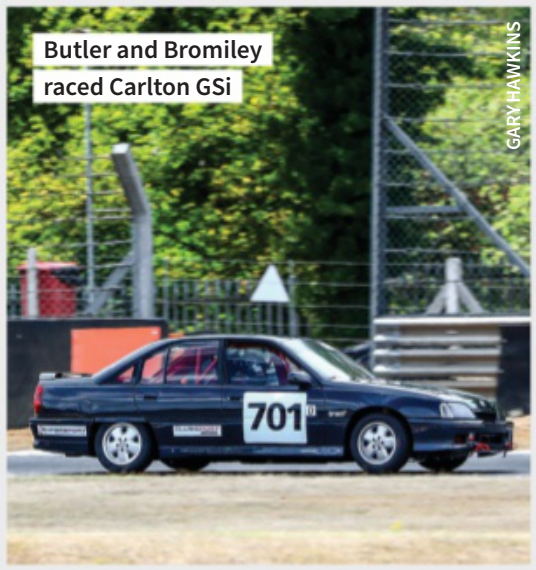
WILLIAMSON LANDS TITLE

Mike Williamson (Mitsubishi Evo 4, below) guaranteed himself the Northern Saloon and Sports Car title at Croft last weekend. In both races, he battled with Kirk Armitage (BMW M3) and each took a win and a second place. Matty Cobb's 'VW Beetle' dominated the Class A & E races and also took the Battle of Britain Trophy spoils. Liam McGill claimed two clear wins on Saturday in the Focus Cup before heading up to Knockhill, meaning the Sunday victors were Gary Mitchell and local Mini Challenge driver Max Coates.

JOYRICHINGS

VAUXHALLS ON PARADE
Among the star cars at Brands Hatch's Vaux Valves event last Sunday were a replica of the Viva GT raced by marque legend Gerry Marshall (left) and his Group 1 Magnum (right). Other Marshall machinery included Gerry's Firenza-based 'Baby Bertha' Super Saloon, and his son Gregor's Firenza. Tony Davies's Thundersaloon Firenza and two Cavalier Super Touring cars also took part, while double British Touring Car champion John Cleland and former team-mate Jeff Allam (below) regaled BTCC mic man Alan Hyde with tales of old.
Photographs by Gary Hawkins

Carlton makes delayed Vaux Valves race debut



BRSCC

In keeping with the Vaux Valves theme, a Vauxhall Carlton GSi made its race debut at Brands Hatch last weekend, in the hands of Cliff Butler and Roger Bromiley.

Butler commissioned SHP Engineering to build the car, which features a three-litre straight-six engine and is aimed at the Historic Sports Car Club's '80s Production Car Challenge. But gearbox and head gasket problems meant the Carlton got no further than qualifying for its intended Mallory Park debut last September.

Butler, who previously competed in SHP founder Sonny Howard's Eurocar series after graduating from National Hot Rods, explained the unusual choice of model as "purely because I like the cars".

He added: "As an old road car, it handled quite well and they're strong. It has a torquey engine."

With Radical expert Bromiley drafted in to co-drive, the Carlton contested last weekend's British Racing & Sports Car Club's Clubsport Trophy and Supersport Endurance races, completing the full 100 minutes of the latter.

MARK PAULSON

Second place for Bagnall at Silverstone in Robson's car

Bagnall working on his own 750 Formula car after SDAR podium

750 FORMULA

After finishing runner-up in his second 750 Formula outing last weekend at Silverstone, Alex Bagnall says he is building his own car for the category.

OEKC endurance kart racer Bagnall took a close second place to Bill Cowley last weekend aboard David Robson's SDAR 17, but has been working on another project.

"I've almost completed building up a Scholar that was started about 15 years ago but has never raced," said the 41-year-old. "The plan is to debut it before the end of the season."

Bagnall's only previous outing in the series was at Croft in 2019, when he claimed a best result of sixth in an Ingham V3.

Also in action was David Watts, the Silverstone double-header representing his and his Centaur Mk16R's first races since 2009, when he suffered a heavy accident in the car at Cadwell Park.

Watts had needed to hastily repair the Centaur prior to Silverstone after it suffered a fire during testing on the venue's National circuit the week prior.

The 42-year-old from Kidderminster, managing director of a sofa manufacturing firm, proved rapid in both races only to retire from the first with head gasket failure and later place ninth after a spin.

CARL McKELLAR

Returning Kerry plans E92 switch

BMW CAR CLUB RACING

Rick Kerry had his first BMW Car Club Racing outing of the season at Silverstone last weekend and is planning to switch to a new car for 2023.

The former British Touring Car racer had been sidelined thus far in 2022 by reactive arthritis, a legacy of severe food poisoning while in Turkey on holiday seven years ago.

Kerry finished third in the opener on his comeback before retiring from the second race in his V8-engined BMW 1 Series.

"I'd not been too well, but around May I started to recover and hoped to do Donington but couldn't quite get the car ready," said the 50-year-old from Ipswich. "We only made the decision to do here on Friday evening, so didn't have time to set up the car properly.

"We'll miss Anglesey – it's a long way and I've also got commitments as head of youth to a semi-pro football team – but we will be back out for the final at Snetterton and maybe do some Snetterton Saloons rounds too.

"I'm looking to build an E92 M3 for next season, with a paddleshift gear change, which won't be so hard on the wrists and ankles. We're already building the endurance fuel tank and I think the longer race format will suit me better instead of the intensity of the short sprints."

CARL McKELLAR

IN THE HEADLINES

MEMBERS' MEETING DATE

Goodwood has released the dates for next year's 80th edition of its Members' Meeting. The event will take place across 15-16 April, having returned to its traditional spring slot this year after the impact of the pandemic caused it to move to October in 2021. Next season will be the 75th anniversary of the first event held at the Sussex circuit.

PORTER BACK TO RACING

Sometime Modified Production Saloon and Classic Modified Saloon champion Gareth Porter took part in just his second race meeting in more than a decade at Brands Hatch last weekend. Porter drove his Peugeot 205 GTI to two class wins (twice fifth overall) in the Track Attack races, having focused on the karting career of son Morgan since his title successes in the early 2000s.

SWINDON TECH CHIEF'S BOW

Swindon Powertrain technical director Sylvain Rubio made his racing debut in the C1 Endurance Series at Brands Hatch last weekend. "I sort of mentioned about having a go to Josh Cook, he then sorted it, so at the moment it's a one-off, early 40th birthday present," he said. Cook, whose British Touring Car team-mate Jade Edwards was crewing for them, added: "It was still a road car Tuesday and we raced it Saturday, so we're a bit behind." The duo held third early on, before Rubio picked up a puncture, lost a wheel and finished 35th, but still "loved it".

SOSPIRI WATCHES OLD BOSS

John Village's Silverstone Historic 750 Formula wins were watched by his 1988 Formula Ford Festival-winning driver, Vincenzo Sospiri (below). The 55-year-old, who briefly tasted Formula 1 with the failed Lola project in 1997, said: "I just came to see my old mate, 'JV'; one of the best people I ever met in motorsport. He was my best teacher and he's still racing, which is amazing. His passion is never gone and he is still winning!"

NEXT DAY DELIVERY

Sunoco and R race fuels, Driven Racing Oil lubricants, R racing brake fluids, ISC Racers Tape, Zestino drift tyres, BMC Air Filter, Freezetone racing coolant, Full Throttle batteries and Speedsocket wheel tools are all available on a next day delivery throughout mainland UK*.

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Walking the tightrope

When there's so much uncertainty swirling around worrying price rises, it makes planning problematic. And yet clubs are having to take difficult decisions for 2023 now

STEPHEN LICKORISH

Time seems to be flying by at the moment. And, while there may still be a few months left in the regular club racing season, organisers are firmly switching attention to next year. The British Touring Car Championship and British GT schedules have long since been released and, with the British Superbike itinerary expected to be unveiled imminently, it means the triumvirate of highest-profile series will have their dates locked in, enabling clubs to finalise their own calendars for the new season. But planning a schedule seven to 12 months in advance is fraught with difficulty, especially in the volatile world that we live in with drastically rising prices. It is that tightrope organisers are now attempting to tread.

Making the right call is notoriously tricky. Some operators admit they were overly cautious in planning for 2021 amid the uncertainty of the coronavirus pandemic, and therefore did not gain the maximum benefit from the surge of interest club motorsport enjoyed last season. And then others were perhaps a little too buoyed by the success of 2021 and over-committed for this year, unaware of the economic emergency lying around the corner. In other words, clubs are in an unenviable position.

Not helping are the increasingly dire predictions of how much prices will rise. Last week, there were forecasts of the much-maligned energy price cap reaching an eyewatering £6000 per year for an average consumer by next April, just as the new motorsport season is getting under way. And that's without factoring in other scenarios, such as we don't know whether there could be a mass COVID-19 resurgence this winter. Or whether the tentative progress in transporting grain and produce out of Ukraine will grind to a halt thanks to the actions of Russia. Or even the economic impact of any policies instigated by the new British prime minister, appointed next month.

"There's not much to be gained from hiding – we'll keep doing what we do"

Now, let's be clear. For some of the better-off club competitors, the rising costs will have little impact on their racing activities. There will always be some who are wealthy enough to continue racing, no matter how tight the economic squeeze. Some events are still proving very popular — witness the 290 entries attracted to last weekend's Silverstone 750 Motor Club fixture. And let's also consider that oil prices have actually fallen significantly since their peak in March, not that you would know it from the prices at the pumps. But, equally, there will be plenty of drivers who have no choice but to tighten their belts and reduce their racing. Whether that means they stop competing altogether or instead just cherry pick a few events will make a huge difference to organising clubs — and is yet another factor that is impossible to predict.

But what is clear is that clubs cannot stand still. They certainly can't wait until nearer to the time to see how the land lies. Failing to secure 2023 dates in the next few weeks will leave them with the scraps the other clubs don't want — and a calendar comprising unpopular dates in unpopular locations will only make matters worse. Instead, they must be realistic. Merging grids and scrapping the least popular series must be seriously considered, because organisers can ill-afford wasting valuable track time on categories that do not pull in substantial entries, and therefore substantial entry fees. They cannot just batten down the hatches and refrain from making changes. It's imperative that they continue to look to the future, despite the uncertainties, and there are due to be several interesting announcements in that regard over the coming weeks. As one club chief puts it: "Our mindset is, 'Let's get better and see if we can buck the trend that way.' There's not much to be gained from hiding — we'll keep doing what we do."

It's a very fine line between success and failure, and making the wrong decisions could have dire consequences. There was a reminder of that earlier this month at Oulton Park. The Historic Sports Car Club's regular club fixture at the Cheshire circuit — a week after the Gold Cup, allowing its other series to visit the venue — attracted a paltry 74 entries across seven categories. Given that circuit hire prices will increase again next year, any organiser with many events of that size could be in trouble.

And it's worth remembering that it's not just the competitors feeling the squeeze. There is growing concern about the shortage of marshals and officials, a problem that's only going to get worse as prices rise. Some marshals will simply not want to travel to more distant circuits if the increasing petrol prices add £50 or more to their travelling costs. Others may also have to increase their working hours to stay afloat and will not have the time to don the orange overalls. It's a serious problem and one that governing body Motorsport UK must consider.

Few are questioning that we are heading into a period of deep uncertainty, and it's far from guaranteed that all current clubs will emerge on the other side. The decisions they take about calendars in the coming weeks could well play a vital role in determining their fortunes. Autosport would therefore urge organisers to seriously consider slightly reducing their event numbers for next year to ensure there is a future for the sport when brighter times return.

Cowley clings on to claim double 750 Formula win

SILVERSTONE
750MC
20-21 AUGUST

An intense double victory for Bill Cowley in 750 Formula and a last-gasp win for William Stacey in Roadsports were among the highlights of the 750 Motor Club's meeting on the Silverstone International circuit. The weekend's 19 races attracted 290 entries as the outcome of several title races started to take shape.

Cowley had it all his own way in the opening 750 Formula race after qualifying his Cowley MkIV in a surprise pole position. "The handling was terrible and I had pad knock," said the 2017 champion.

But a change to tyres already used on fellow competitor Bill Rutter's Batten 3 transformed things and, after shrugging off early pressure from main title protagonists Mark Glover (Racekits Falcon) and Peter Bove (Darvi 88 P), Cowley was leading the opener handsomely when it was brought to a halt behind the safety car. A charging Richard Rothery (PRS 1b) took second ahead of Glover and Bove.

The second encounter was a cracker as Cowley just held on to win from Alex Bagnall (SDAR 17) who, having fought through to second, brought the gap down to just several lengths in the closing laps. "After the surprise of pole, two wins is also a surprise as this car has struggled on this configuration before," admitted Cowley.

Bagnall's drive made up for the disappointment of Saturday's race when he had spun fighting his way back through the field after a poor opening lap. His hounding of Cowley enabled Glover, Rothery and, after clearing Oliver Collett (Racekits Falcon), Bove to also get in on the act. Eventually Bove took third while Glover fell behind Rothery to fifth, only to then fight back through Club on the final lap and regain fourth by just 0.03 seconds at the flag.

Saturday's 45-minute Roadsports race came down to an exhilarating final few laps as Stacey (Lotus Elise) remorselessly hunted down long-time leader Graham Crowhurst (BMW E46 M3), who was struggling on badly worn tyres.

Beginning the final tour, Stacey pounced at Village only for Crowhurst to surge back ahead along the Hangar Straight. Stacey then tried around the outside at Stowe before making one final attempt into Club. Both drivers braked desperately late, with Crowhurst, on the inside, just scraping through the corner and Stacey, to his outside, running off the track. With the Lotus still alongside Crowhurst, this gave Stacey command of the following right-hander and, as he bobbled back over the kerbs onto the track, he was through for the win just yards before the flag.

"I knew the Lotus could brake later than the BMW so was hoping he would run a bit wide and I'd get the cutback, but he just kept coming and so really I was forced out there," professed Stacey.

Crowhurst was not amused: "He'd been off the track at Stowe and went all four wheels off again, but it's not worth paying £200 to protest for the sake of a 20cm trophy."

Stacey could have had another win had his Lotus not failed during the two-hour Club Enduro marathon. He'd just started chipping away at leader Carl Swift (SEAT Leon TCR) when the Elise coasted to a halt in the pitlane with a broken driveshaft.

Ultimately, Swift and Robert Baker ran out comfortable winners as Leon TCRs filled the top three positions. Stacey and team-mate Rob Boston finished a distant 28th, some 30 laps adrift. After the driveshaft was changed in the pits, Boston set the fastest lap.

Crowhurst, meanwhile, went on to win both BMW Car Club Racing bouts on Sunday. His first victory was by a 9s margin ahead of Paul Cook (also E46 M3) and Rick Kerry (1 Series). But, in the day's later thrash, Crowhurst had to work much harder as Cook kept him honest all the way. Mike Eustace (E46 M3) took advantage of mechanical woes for Kerry to claim third.

Other double winners included John Village (Historic 750 Formula) and Aaron Cooke (Toyota MR2s). Village was never troubled in his Village V2 although, in the second race, he had to check his mirrors as Timothy Sage (Mallock U2 Mk4) set the fastest lap to close to within two seconds.

Cooke (Roadster) was in supreme form in both MR2 encounters. Once a puncture had ended Alastair Topley's (Mk2) challenge, he was well clear of title rival Shaun Traynor (Roadster), who took runner-up spot.

Cooke won the second race by 11s from Traynor and Topley thanks to a Hamilton-

Roadsports featured a final-lap decider between Crowhurst (151) and Stacey

Unstoppable Cooke leads the Toyota MR2 field

ALL PHOTOGRAPHY: STEVE JONES

WEEKEND WINNERS

750 FORMULA
Races 1 & 2 Bill Cowley (Cowley MkIV)

ROADSPORTS
Will Stacey (Lotus Elise)

CLUB ENDURO
Carl Swift/Robert Baker (SEAT Leon TCR)

BMW CAR CLUB RACING
Races 1 & 2 Graham Crowhurst (E46 M3)

HISTORIC 750 FORMULA
Races 1 & 2 John Village (Village V2)

MR2 CHAMPIONSHIP
Races 1 & 2 Aaron Cooke (Roadster)

MA7DAS
Race 1 Eddie Mawer
Race 2 Jonathan Lisseter

BIKESPORTS
Race 1 Simon Walker-Hansell (Radical SR3)
Races 2 & 3 Joe Stables (Radical PR6)

FORMULA VEE
Races 1 & 2 Craig Pollard (WEV)

SPORT SPECIALS
Races 1 & 2 Andy Hiley (Chronos HR1S)

For full results visit: 750mc.co.uk

esque 'sixth sense' piece of driving. Nick Williamson (Mk2) and Topley tripped each other up rounding the first part of Club, and Cooke held back and seized the opportunity to grab the lead as they ran wide through the following corner. "These are big results for the championship, but Shaun is going to make it very difficult," said Cooke.

Another title contender happy with his weekend's work was Jonathan Lisseter. He followed up third behind first-time winner Eddie Mawer and Simon Cort in a frenetic and sometimes robust opening Ma7da race — for which front-row qualifier Samir Abid was unable to start amid electrical woes — with victory in the second. Mawer and David Winter completed the podium.

Running Hankook tyres for the first time due to a lack of regular Avon rubber, Simon Walker-Hansell (Radical SR3) still proved untouchable in the Bikesports opener, ahead of Ash Hicklin's and Jack Leese's SR3s, although Leese only just made it across the line with a dying engine and the following drivers almost ran into the back of him.

It then all went wrong for Walker-Hansell in race two when he was eliminated at the first corner in a clash also involving Andrew Fido (SR3), Hicklin and Doug Carter (PR6). Joe Stables (PR6) was already clear — he saw them spinning in his mirrors — and he then simply decimated the opposition led by Hicklin and Leon Morrell (SR3) by 10s,

despite a safety-car period.

It was the same in race three, this time by an almost unbelievable 41s. With Avons fitted to the front and Pirellis at the rear, Stables set about breaking the lap record, but just missed out. Hicklin made it a trio of second places and Walker-Hansell stormed through for third after starting at the rear.

Craig Pollard continued his charge to the Formula Vee title with two more wins in his superior WEV as nearest rival Daniel Hands (AHS Dominator Mk2), who managed to lead one lap, settled for a pair of second-place finishes.

Andy Hiley (Chronos HR1S) won both Sport Specials encounters, the first from Clive Hudson (Eclipse SM1), the second from the Eclipse of Martin Gambling.

CARL McKELLAR

Dempsey's Spectrum was once again leading the National FF1600 way

Another dominant Dempsey display in FF1600

BRANDS HATCH
BRSCC
20-21 AUGUST

Another almost flawless weekend at Brands Hatch took Jordan Dempsey three steps closer to the National Formula Ford crown. Pole, two wins, a second and three fastest laps left Dempsey more satisfied than identical results at Snetterton last month. "Race three at Snetterton I should have had the win but made a mistake," he said. "So this one's better because the way race three was [today], there was no way I was going to win that."

Despite a 0.5-second deficit in qualifying, Colin Queen (Ray GR18) stayed in touch with Dempsey's Kevin Mills Racing Spectrum for the opening laps of Saturday's two races. But mistakes at Graham Hill Bend twice undid the American's challenge and Dempsey scampered clear.

Sunday's reversed-grid race brought a first win for polesitter Shawn Rashid. After defending valiantly for a maiden podium a day earlier, the Ammonite Ray driver shook off a hit from behind and pulled clear as the rest squabbled.

Queen pirouetted from second after pulling across Brandon McCaughan before his pass was complete, with Rory Smith benefiting. But Dempsey picked his way through from sixth, cutting back inside Smith for second before red flags flew when a clash with Andre Lafond left Morgan Quinn cartwheeling through the Paddock Hill gravel, both drivers unhurt.

While Queen remains just about in title contention, a weekend of engine gremlins after a Friday testing failure all but ended Lucas Romanek's hopes.

On a day of Vauxhall festivities, on-track success for the Luton manufacturer came via two Intermarque Tigra victories. Malcolm Blackman cut inside front-row men Daniel Smith and Steve Burrows at Druids to take a decisive lead in race one, withstanding pressure from Smith's Duratec-powered Mercedes SLK clone thereafter. On his first appearance of the season, Ian Hales completed the podium.

Blackman and Smith both sustained race-ending damage as the pack concertinaed into Druids at the start of the reversed-grid sequel. Having retired with stub-axle failure earlier, Burrows carved through from the back and launched inside long-time leader Mark Sear's Ginetta G40R at Graham Hill Bend to claim victory. Mike Thurley and Paul Knight followed through as Sear was shuffled back.

Matt Chamberlain scored a maiden victory in his self-developed CTR 01 among a thin field of Zeo Prototypes. Chamberlain jumped race-two polesitter Graham Charman's Duratec-motivated Juno when Charman accidentally flicked his car into fourth gear as the lights went out. But Charman, who took a comfortable win over Chamberlain's father Richard in the opener, retaliated around the outside of Druids on lap three of 23. Charman opened an 11s advantage, but began experimenting with lines and "threw it away" into the Druids gravel.

Engine failure on the Chris Bassett/Tom Burgess Peugeot 306 handed Matt Rowling's Honda Civic Type R a Tin Tops success. Jeremy Evans's similar car was second. In a rare pitstop race for the series, Rod Birley brought Ken Angell's BMW E36 328i home third after successfully chasing down the Volvo C30 of Adrian Matthews.

With Bassett and David Clark's turbocharged Renault 5 (transmission) sidelined, David Shead might have expected an easier ride in Sunday's Track Attack races. But his powerful BMW Compact was twice kept honest by the nippy Renault Clios of Matthew Hollier and Nick

Blackman upheld Vauxhall honour in battle with Smith's Mercedes

ALL PHOTOGRAPHY: GARY HAWKINS

WEEKEND WINNERS

NATIONAL FORMULA FORD
Races 1 & 2 Jordan Dempsey (Spectrum 011C)
Race 3 Shawn Rashid (Ray GR18)

CMMC INTERMARQUE SILHOUETTES
Race 1 Malcolm Blackman (Vauxhall Tigra)
Race 2 Steve Burrows (Vauxhall Tigra)

ZEO PROTOTYPE SERIES
Race 1 Graham Charman (Juno)
Race 2 Matt Chamberlain (CTR 01, below)

CMMC SOUTHERN TIN TOPS
Matt Rowling (Honda Civic Type R)

TRACK ATTACK
Races 1 & 2 David Shead (BMW Compact)

CLUBSPORT TROPHY
David May/Mark Skeats (Ginetta G55)

SUPERSPORT ENDURANCE
Jake Severs/Andre Severs (Ginetta G50)

C1 ENDURANCE SERIES
Team Trojon
(Austin Munday/Adam Willis/Charlie Bingham)

For full results visit: tsl-timing.com

Gwinnett, who could match his pace but not find a way through. Hollier was twice second, but a misfire prevented Gwinnett repeating his earlier podium. Jordan Holmes (Citroen Saxo VTS) impressed with his drive to fifth from the back in race two after being fired off in the opener.

Late fuel starvation issues cost Shead, sharing with Malcolm Edeson, a podium — and category honours behind two invitational entries — in Clubsport Trophy. The David May/Mark Skeats Ginetta G55 took a comfortable win while, after a cautious start, Warren Tattersall brought his Cupra TCR home second on its first appearance. James Alford's VW Golf pipped the Shead/Edeson BMW at the death.

Second time out in their Ginetta G50, father-and-son duo Andre and Jake Severs won the 100-minute Supersport Endurance race by more than a lap from the Alford Golf, started by Mark Lloyd-Jones. May/Skeats may have challenged, despite May's early spin with a full tank on cold tyres, but for a delay caused by locked-on brakes.

MARK PAULSON

HUNT AND WATTS TEST THEIR RELATIONSHIP ON TRACK

Watts emerged winner of C1 match with boyfriend Hunt

The C1 Endurance series attracts a wide variety of drivers to its low-budget one-make long-distance racing. From novices to British Touring Car race winners like Josh Cook, there's room for everyone in the three-cylinder Citroen C1s.

Joining Cook on the grid at Brands Hatch last weekend was category first-timer Freddie Hunt. After a hugely varied career since making his Formula Ford debut in 2007, the son of 1976 Formula 1 world champion James Hunt is currently competing in the pan-European Le Mans Cup for LMP3 machinery.

Stepping into former BTCC frontrunner Patrick Watts's two-car PWR C1 team brought Hunt the opportunity to race against his girlfriend, Watts's daughter Aimee. More accurately, it was a new arena in which to test what Aimee calls their "big rivalry".

"It was just a very kind invitation from Patrick so Aimee and I can have a crack at each other," smiled Hunt. "Some unresolved issues at home – see if we can sort them out on track!"

Hunt wasn't completely new to front-wheel-drive competition, having pedalled a Renault Clio, Volkswagen Polo and Chevrolet Cruze in the past. More recently, he's raced a Nissan Sentra at Canada's Trois-Rivieres street circuit where his father was famously impressed by a young Gilles Villeneuve. But the C1 was something a bit different.

"I was pleasantly surprised with my pace," Hunt said after qualifying 11th of 42 entries, with Friday testing his only practice. "I was half a second off the quickest. Haven't had much time in the car, so pretty happy. They're very different cars to drive but I like them – good fun."

Watts Jr has raced alongside her father since joining the series as a novice in 2020. "We found out about this low-budget motorsport Citroen racing and thought we'd have a go at it," she explained. "I thought it would be nice to do a race with my dad because he's obsessed with cars – motorsport is his whole thing. But I did think it would be one or two races. I didn't really guess how much I'd enjoy it."

The Team Trojon crew of Austin Munday, Adam Willis and Charlie Bingham repeated their Donington Park win in the three-hour race. Munday and WRC Developments' David Drinkwater exchanged the early lead as they pulled clear of the chasing pack headed by Watts. But Munday, who dropped six seconds behind Drinkwater, crucially pitted before a lengthy safety-car period caused by Vince Fitter's roll through the Paddock Hill gravel trap and onto the tyre wall.

That eventually gave the Trojon car a half-minute lead into which Drinkwater's team-mates Jonathan Salem and James Poulton could make no impression.

Watts Sr, short on fuel, anchored the car his daughter started to fifth. In the first hour, Hunt had lifted the sister entry to fourth, within 7s of Watts Jr, before it slipped to 14th. "All I care about is that I went one tenth quicker than Freddie!" beamed the younger Watts.

Trojon crew (leading) took Brands spoils

MARK PAULSON

Gibson scores a hat-trick as Legends entertain at Donington

DONINGTON PARK
BARC
20-21 AUGUST

Will Gibson proved to be the man to beat in an action-packed Legends weekend by taking three wins at Donington Park.

Reigning champion Miles Rudman made a late break with Gibson in the opener, Rudman just holding on with 0.166 seconds to spare, while Stephen Whitelegg was a close third. Gibson then edged ahead of Marcus Pett on the second lap of race two, but couldn't shake off his rival and they duelled to the flag. Gibson just kept Pett at bay, while Kieran Beaty took a solitary third.

Whitelegg was in contention throughout Saturday's final. He led initially before Rudman took charge, then John Mickel split them after seven of the 10 laps. But a penultimate-tour shake-up just went in Whitelegg's favour, in a blanket finish with Rudman, Mickel and Andy Bird.

It was any one from five in Sunday's opener, but Rudman just sealed it from Gibson and Mickel, before Gibson led the second race from the opening lap. Whitelegg and Ben Higgins finally came out on top of a huge scrap for the podium places. Gibson secured his third win in the Sunday final after ousting Rudman into the chicane on the last lap. Jack Parker and Mickel went by too, before Rudman came in fourth.

There was another double win for Pickup champion George Turiccki. In race one he led from McLeans on lap three, with early leader Dale Gent retaining a close second from David O'Regan. Gent led again in race two, before Turiccki got by into the chicane on lap seven of 12. O'Regan was in the mix too, but Matt Simpson snatched second on the last lap, only to receive a track-limits penalty, dropping him to fifth behind Gent, O'Regan and Michael Smith.

There were four different winners in the British Truck Racing Championship. In a processional race one, champion Ryan Smith headed Stuart Oliver and Simon Reid. With Smith an early retirement, Reid dominated race two from Oliver and David Jenkins.

OLLIE READ

Turiccki was again the driver to beat in Pickups

OLLIE READ

After Jenkins took Ricky Collett's early lead in race three, John Newell, Oliver and Smith all piled the pressure on, until Collett finally got swamped a lap from home. Newell and Oliver both got by, with Smith soon following, but it was Jenkins's victory.

Michael Oliver just held onto a race-long lead in the fourth contest, as Smith closed in. It was then win number two for Smith in the finale, after Craig Reid vacated top spot in the Old Hairpin gravel, while Michael Oliver and Jenkins completed the podium.

Jon Woolfitt's Spire had another double

Foden and Fisher frustrate Fenwick in MX-5s

CADWELL PARK
BRSCC
20-21 AUGUST

Fraser Fenwick added another win to his highly decorated Mazda MX-5 Championship season during the British Racing & Sports Car Club's visit to Cadwell Park, but was pushed hard over the weekend by Steve Foden and Sebastian Fisher.

Foden celebrated his birthday by qualifying on pole for the first encounter but, after losing out in a three-way scrap with Fenwick and Fisher through Chris Curve, suffered overheating issues and slowed to a distant fourth as Fenwick led home Fisher and Luke Pullen.

Fenwick lost out in the early stages of race two to Fisher and Foden, who was free of his race-one gremlins following an overnight engine change. After moving around the outside of Fisher through Park corner, Foden took the lead into Gooseneck before claiming victory ahead of Fenwick.

Foden was passed around the outside by Fenwick in the finale but, as he tried to retake the position on the next lap at Park, was run wide and lost out to Fisher, who then passed Fenwick for the lead at the halfway stage. Fisher held off the points leader until the finish to record his first win of the season, while another clash with Fenwick left Foden in fourth.

STEVE JONES

Pimlott starred in entertaining ST-XR Challenge Cadwell battles

It was also a three-way affair in the ST-XR Challenge contests. Matthew Pimlott benefited from Michael Blackburn's early mistake at the hairpin to lead race one. After wrestling back second from Simon Robinson, who put up an inspired challenge against the modern ST150 machines in his XR2, Blackburn made a last-lap lunge for victory at Gooseneck, but Pimlott fought back into the Mountain to take the win. Blackburn then got the better of Pimlott in race two by 0.233 seconds, with Robinson again a close third.

Sam Beckett joined the trio's battle in race three, diving inside Pimlott to lead at Park, while Blackburn made contact with Beckett on the exit and immediately retired with suspension damage. Robinson profited to lead until the final lap, where he was

Frenetic Legends action gave Gibson three wins

win in the CNC Heads Sports and Saloons. He had an early tussle in race one with the Midget of Andrew Southcott, who then retired brakeless, leaving Ric Wood (Holden Commodore) a clear second. Richard Rudd's Ford Escort was second in race two, after seeing off Caterham racer Stephen Riley.

Two red flags called a halt to the first Junior Saloons race with no result being declared. After leading the second bout until the penultimate lap, Daire Flock lost out to Maximus Hall at the chicane. CJ Morgan headed a terrific scrap for third.

Gordie Mutch and Jimmy Broadbent won the first Praga Cup encounter, despite an earlier coming-together with leader Stefano Leaney at Coppice. Charles Hall and Scott Mittell dominated the second race, with Shane Kelly runner-up after the car of Ben Stone and Rob Wheldon suffered rear suspension failure.

Sacha Kakad was the British Endurance winner, until two pitstop penalties handed victory to the similar GT3 Mercedes of Tom Jackson and Wayne Marrs.

PETER SCHERER

STEVE JONES

Fenwick (left) and Foden took an MX-5 win apiece

denied a memorable victory by a collision on Park Straight with Pimlott, who was initially penalised before being reinstated as the winner by the stewards, ahead of Beckett and Robinson.

Zachary Lucas won the first Fiesta Championship encounter after making a brave move on Rob Smith into Hall Bends. The second race was red-flagged when Marlo Cordell spun at Chris Curve and was collected by the hapless John Cooper. Smith won the restarted event ahead of Jenson Brickley, who climbed from fifth. Lucas stormed from row three to lead the final bout, holding off Brickley to win again.

Michael Knibbs, Will Blackwell-Chambers and Colin Bysouth took a win apiece in three close Mazda MX-5 Supercup squabbles, while Richard Amos made two costly mistakes at Charlies.

Paul Nevill (Escort Mk2) won a shortened Modified Fords opener after a startline crash involving Alex Boam caused a lengthy red-flag period. After heading home before Saturday's contest to fix powersteering issues, Dave Cockell returned for race two to fly from the back of the grid to beat Nevill to victory in his mighty Escort Cosworth.

Elsewhere, Sid Smith extended his Fiesta Junior advantage with a hat-trick of wins. Behind him, Thomas Jack Lee beat Albert Webster to second in a thrilling final-lap battle through Hall Bends in race two.

STEVE WHITFIELD

WEEKEND WINNERS

DONINGTON PARK

LEGENDS
Races 1 & 4 Miles Rudman
Races 2, 5 & 6 Will Gibson
Race 3 Stephen Whitelegg

PICKUPS
Races 1 & 2 George Turiccki

BRITISH TRUCK RACING
Races 1 & 5 Ryan Smith (Daimler)
Race 2 Simon Reid (Iveco Stralis)
Race 3 David Jenkins (MAN TGX)
Race 4 Michael Oliver (MAN)

CNC HEADS SPORTS & SALOONS
Races 1 & 2 Jon Woolfitt (Spire GTR)

JUNIOR SALOONS
Maximus Hall

PRAGA CUP
Race 1 Gordie Mutch/Jimmy Broadbent
Race 2 Charles Hall/Scott Mittell

BRITISH ENDURANCE
Tom Jackson/Wayne Marrs (Mercedes GT3)

CADWELL PARK

MAZDA MX-5 CHAMPIONSHIP
Race 1 Fraser Fenwick **Race 2** Steve Foden
Race 3 Sebastian Fisher

ST-XR CHALLENGE
Races 1 & 3 Matthew Pimlott (Fiesta ST150)
Race 2 Michael Blackburn (Fiesta ST150)

FIESTA CHAMPIONSHIP
Races 1 & 3 Zachary Lucas (ST240)
Race 2 Rob Smith (ST240)

MAZDA MX-5 SUPERCUP
Race 1 Michael Knibbs
Race 2 Will Blackwell-Chambers
Race 3 Colin Bysouth

MODIFIED FORDS
Race 1 Paul Nevill (Escort Mk2, below)
Race 2 Dave Cockell (Escort Cosworth)

FIESTA JUNIORS
Races 1, 2 & 3 Sid Smith

BMW COMPACT CUP
Race 1 Mikey Doble **Race 2** Guy Davis

MAZDA MX-5 CLUBMAN
Races 1 & 2 Chris Dawkins

CITYCAR CUP
Races 1 & 2 Andrew Dyer (Citroen C1)
Race 3 Stuart Bliss (Toyota Aygo)

STEVE JONES

For full results visit: tsl-timing.com

Vintage double at Mallory for Frazer Nash ace

MALLORY PARK
VSCC
21 AUGUST

Blakeney-Edwards had enjoyable battle with James

The Vintage Sports-Car Club concluded its race season at Mallory Park on Sunday with a feast of entries ranging from the 1905 25-litre Darracq land speed record holder to a host of single-seater-defining Cooper 500s. But mostly, it was the remarkable array of specials, tourers, standard and modified machinery that brought together dapper and denim in true appreciation of those with history in their hearts.

On track, Patrick Blakeney-Edwards was in resounding form, steering his 92-year-old Frazer Nash Super Sports to a brace of victories. First up was Allcomers; Michael James, in a Riley 12/4, held pole but a moment's hesitation off the line meant he trailed Blakeney-Edwards before reclaiming the lead as they headed into Gerard's. It stayed like this for the first half-dozen laps, the Riley carrying good speed but the Frazer Nash looking threatening under braking.

Then, as traffic came into play, James found his exit from the hairpin blocked, allowing Blakeney-Edwards to seize the opportunity to return to the front. James did what he could to stay on terms but spun out of contention minutes later.

Blakeney-Edwards's second win in the Vintage Racing and Sports Car Race featured an initial reversal of fortune; his advantage from pole was overhauled by Tom Walker's Amilcar Hispano Special, which scythed into the lead from the third row. Oliver Llewellyn's Bentley and Justin Maeers's GN Parker gave chase, but it was Blakeney-Edwards who made the challenge through the Devil's Elbow and then kept his momentum to head the pack. Walker, Llewellyn and Maeers (until he retired) fought hard over the remaining podium places, Walker doing just enough to keep the Bentley at bay.

The Owner Driver Mechanic series for Standard and Modified Pre-War Sports Cars continues to enjoy strong grids of mostly original-specification machinery. Mark Brett's Ballamy-Ford V8 had dominated practice and led off the line as the Morgan Super Aero of Sue Darbyshire struggled for traction, but Darbyshire soon gathered pace and launched her three-wheeler around the outside of Brett at the Esses. Brett, Max Sowerby (Talbot Lago T23) and Adam Moody (Riley) fought relentlessly for the

Weddell bounces back from driveshaft drama

KNOCKHILL
SMRC
21 AUGUST

Michael Weddell heads into the final round of the Scottish Mini Cooper Cup season with an 11-point cushion over Chad Little after producing a veritable Houdini act at Knockhill last weekend.

The reigning champion entered the weekend nearly a full race win clear of nearest rival Little, but a driveshaft failure meant Weddell couldn't set a laptime in qualifying. Things took a further turn for the worse as his morning altercation with the kerbs at the Chicane damaged the oil filter housing so much that he became a non-starter for the opener. But a second and third place in the remaining two races ensured Weddell kept his points lead before October's finale. "After the way the day started, I would have bitten anyone's hand off to get two podiums," he reflected.

Gray chases fellow Fiesta victor McGill
JIM MOIR

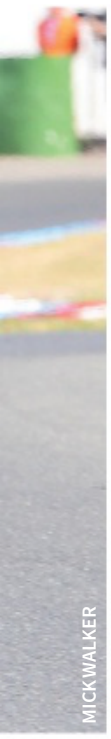
Little took pole for race one — and the additional point — but was beaten off the line by the faster-starting Neil Hose. Little then came under attack from Ian Munro at McIntyres just after half-distance and they went side by side through the Chicane until both were tagged by a wayward Jack Irvine. Little recovered to third by the finish while Hose claimed his first race win of the year by 4.5 seconds from Munro.

Weddell made it out for race two and carved his way through the field to take third on the road, which became second after a 3s penalty for Munro. Little took the win, while R53 pilot Craig Blake triumphed overall for a second time.

The reversed-grid Cooper-only final encounter was surprisingly sedate as Irvine made amends for his earlier misdemeanour by taking his third victory of 2022, with Munro and Weddell again filling the podium positions. An out-of-sorts Little ended up eighth after earlier contact with Dan Patterson at Duffus.

Liam McGill and Steven Gray remain inseparable at the top of the Scottish Fiesta ST Cup standings after taking a win apiece. The season's dominant forces were once again the class of the field, with McGill getting the better of Gray at the start of race one, which was restarted following a roll for Stephen Ward at McIntyres. Gray, still smarting after retiring from the second race at Cadwell Park last time out, was then leapfrogged at the start of race two by McGill, who edged the victory by just 0.8s.

For the first time since 2019, the Scottish Legends raced as part of the Scottish Motor Racing Club package, with Ryan McLeish coming out on top in a closely fought final. Experienced hand Ben Mason took his 19-year-old Chevy Sedan to victory in the opening heat, edging McLeish by 0.1s.


MICK WALKER

Wilson's Cooper leads the 500cc F3 field away
MICK WALKER

remaining silverware but it was Darbyshire who, with two firsts and three podiums from five outings, won both the day and the season's crown.

Sandford Andrews was also a Morgan winner (Mallory Park Trophy), but this was more a case of bad luck for Michael James, the erstwhile leader's Riley coasting out of a comfortable advantage with half a lap to go.

Both single-seater races produced thrilling action. Jon Milicevic showed outstanding speed in the rare Foglietti to lead the Pre-'66 contest, only for a recurring misfire and fears over oil pressure to make him one of nine retirements. The Italian Lola-inspired Junior is one of less than a handful made and is sure to star on the international scene when its papers arrive. But, with this day short-lived, it was down to Justin Maeers to guide the more durable Cooper-Climax T53 home to victory.

Later, the battling 500cc Formula 3s produced some of the finest racing of the afternoon. Among the highlights were Andrew Turner gaining two places in one audacious move around the outside at the Esses, and Harry Painter denying both Turner and Xavier Kingsland a podium spot with the trio separated by less than half a second at the flag. The race was won by Alex Wilson at the wheel of his Cooper Mk10.

STEVE HINDLE

Two podiums were a bonus for Weddell after qualifying woes
JIM MOIR

McLeish got his revenge in the second heat, as Mason snatched second from erstwhile points leader Stewart Black at the final corner. McLeish then took another victory in the final with Black a close second.

Sam Corson took an important step towards a first C1 Cup title as chief rival Finlay Brunton was excluded from the second race for a technical infringement. Corson, a product of the SMRC's Esports scene, won the opener before finishing sixth in race two, won by Andrew Davidson.

In the Classics, David Brown (TVR Griffith) took both wins, made easier by the withdrawal of John Kinmond after his Rover 3500 broke a differential in qualifying. Andrew Graham claimed a pair of seconds in his Triumph TR8.

STEPHEN BRUNSDON

WEEKEND WINNERS

MALLORY PARK

PRE-WAR ALLCOMERS
Patrick Blakeney-Edwards (Frazer Nash Super Sports)

GRAND PRIX ITALA TROPHY FOR VINTAGE CARS
Patrick Blakeney-Edwards (Frazer Nash Super Sports)

STANDARD AND MODIFIED PRE-WAR SPORTS CARS
Sue Darbyshire (Morgan Super Aero)

MALLORY PARK TROPHY FOR VSCC SPECIALS
Sandford Andrews (Morgan Aero 2str)

BOB GERARD MEMORIAL TROPHY FOR PRE-'66 RACING CARS
Justin Maeers (Cooper-Climax T53)

500 OWNERS ASSOCIATION
Alex Wilson (Cooper Mk10)

TRIPLE-M REGISTER
Mike Painter (MG Kayne)

DICK BADDILEY HANDICAP TROPHY
Rob Hubbard (Vauxhall 30-98)

SHORT HANDICAP FOR PRE-WAR CARS
Alastair Bailey (Riley 9 2-Seat Special)

ALLCOMERS FAST HANDICAP
Rebecca Smith (Morris Mord)

For full results visit: theresultslive.co.uk

KNOCKHILL

SCOTTISH MINI COOPER CUP
Races 1 & 2 Craig Blake (R53)
Race 3 Jack Irvine (Cooper)

SCOTTISH FIESTA ST CUP
Race 1 Steven Gray
Race 2 Liam McGill

SCOTTISH LEGENDS
Heat 1 Ben Mason (Chevy Sedan)
Heat 2 & Final Ryan McLeish (Ford Coupe)

SCOTTISH CITROEN C1 CUP
Race 1 Sam Corson
Race 2 Andrew Davidson

SCOTTISH CLASSIC SPORTS & SALOONS
Races 1 & 2 David Brown (TVR Griffith, below)

JIM MOIR

For full results visit: smart-timing.co.uk

FINISHING STRAIGHT

Forget Zak Brown: you're the boss

VIDEO GAME
F1 MANAGER 2022
RRP £44.99
(available on PC, PlayStation and Xbox)
Release date 30 August

Lando Norris has speared off the Spanish asphalt, hit the barrier on the outside of the fourth corner and retired. This has left us with just young Oscar Piastri — sorry Daniel, we traded you — upholding McLaren's honour. The young Aussie is currently sitting outside of the points in 11th.

This is crucial, because the team's sworn enemy in this version of reality, Valtteri Bottas, is riding high in fourth. Alfa Romeo sits 10 points ahead of the papaya-painted squad in the teams' standings, occupying the fourth place our board demands.

Time to lower the speed of the race from 16x to real time and micro-manage Piastri's route to a points-paying finish. Requesting to push on an in-lap, completing a switch to fresh tyres one lap early to undercut the Alpines, all with the obsession of an overbearing boss. In the end, eighth place has never felt so sweet.

This is *F1 Manager 2022* at its zenith, with you, the team principal of any of the real-world Formula 1 squads, overseeing your gang to glory — or in this case, four valuable points.

Your job is to not only make sure a race strategy reaches its maximum potential, but qualifying performance and practice programmes too. Then, between races, you must allocate car development resources and appease the directors, be that through sponsorship objectives or building a helicopter landing pad at your base.

In essence, staying afloat is the main aim. Like Zak Brown with a potentially infinite number of drivers under contract, the pressure is real. Do something too egregious and you will be sacked.

Constantly judging resources, driver development points, cash reserves and even voting on future rule changes, the majority of gameplay is spent digging around in a menu before receiving an endorphin rush when the new front wings have been manufactured — just as a head-honcho simulator, analogous to *Football Manager*, should be.

But a big plus here is that while you can stare at dots moving around a track map during a race, you can also watch a fully 3D-modelled race. The cameras pan in a TV style, or you can even hop onboard with any driver on the grid.

No, it doesn't look as polished as contemporary driving games, but this is a management title. So, while some of the driver behaviour is scattier than a caffeine-fuelled teenager, you can forgive it because there are 20 cars screaming around a track that look like the real thing.

Also screaming is David Croft, with additional analysis provided by Karun

ALL PICS: F1 MANAGER 2022

Chandhok. During a race, there's a bevy of real-world commentary clips used between driver and engineer, all adding to the authenticity.

But it's also these elements of the fripperies that need refinement. The portentous commentary calls during a race are repetitively simplistic and we heard the same lines from Chandhok post-qualifying at each event.

While the graphics are genre-leading, each of the car models is identical, upgrades such as a newly designed front wing are not visually represented, and the emails for upgrading facilities are the same each time. Once you've manufactured one of each upgrade, the whole process largely starts repeating.

We're sceptical as to whether the surrounding details will hold out more than a couple of seasons before they grow wearisome. It feels as if this is a great first attempt that the creators can now build upon, with features such as mid-session saves and creating your own team in the future – here's hoping.

On the flip side there are safety cars, red flags and dynamic weather, and the performances on track seem lifelike. There was only one overtaking move in the whole race in Monaco, for example. The core in-race strategic manoeuvres are engrossing, and warrant a dedicated game. We can't wait to see where the developer Frontier takes this franchise over the coming years.

THOMAS HARRISON-LORD

For daily racing game news, visit https://traxion.gg

WHAT'S ON

INTERNATIONAL MOTORSPORT

Belgian Grand Prix
Formula 1 World Championship
Round 14/22
Spa, Belgium
28 August
TV **Live**
Sky Sports F1, Sun 1355
TV **Highlights**
Sky Sports F1, Sun 1730, Channel 4, Sun 1830

FIA Formula 2
Round 11/14
Spa, Belgium
27-28 August
TV **Live** Sky Sports F1, Sat 1655, Sun 0915

FIA Formula 3
Round 7/9
Spa, Belgium
27-28 August
TV **Live** Sky Sports F1, Sat 0930, Sun 0745

Porsche Supercup
Round 6/8
Spa, Belgium
28 August
TV **Live**
Eurosport 1, Sun 1100, Sky Sports F1, Sun 1105

DTM
Round 5/8
Nurburgring, Germany
27-28 August
TV **Live** BT Sport 3, Sat 1215, Sun 1215

DTM Trophy
Round 4/7
Nurburgring, Germany
27-28 August
Livestream on motorsport.tv, Sat 1450, Sun 1405, BT Sport 3, Sun 1400

TCR Europe
Round 5/7
Nurburgring, Germany
27-28 August
Livestream on motorsport.tv, Sat 1552, Sun 1642

European Le Mans Series
Round 4/6
Barcelona, Spain
28 August

SUTTON/MOTORSPORT IMAGES

Livestream on motorsport.tv, Sat 1440, Sun 1025

Super GT
Round 5/8
Suzuka, Japan
28 August
Livestream on motorsport.tv, Sat 0630, Sun 0530

IMSA SportsCar
Round 11/12
Virginia Int'l Raceway, USA
28 August

NASCAR Cup Series
Round 26/36
Daytona, USA
28 August
TV **Live** Premier Sports 2, Sun 0000

NASCAR Xfinity Series
Round 23/33
Daytona, USA
26 August

UK MOTORSPORT

Thruxton BARC
27-28 August
BTCC, British F4, Ginetta GT4 Supercup, Ginetta Junior, Mini Challenge Trophy, Porsche Carrera Cup
TV **Live** ITV4, Sun 1115

Silverstone HSCC
26-28 August
Historic Formula Junior, Historic Formula 2, Group 1 & '1½' Touring Cars, Pre-War Sports Cars, Masters Racing Legends 3-litre F1, Masters GT4, Pre-'66 Grand Prix Cars, Pre-'66 GT Cars, Masters Endurance, Masters Sportscar Legends, '50s Sports, Pre-'63 GT, Thundersports, Pre-'66 Touring Cars

Kirkistown 500MRCI
26-27 August
BOSS (Leinster Trophy), FF1600, Fiesta Zetecs, Minis, Mazdas, FVee, Legends, Roadsports, Saloons, SEATs, GTs, Sevens, Strykers

Snetterton BARC
26-28 August
2CV 24 Hours, Snetterton Saloons
Livestream via barc.net

Brands Hatch 750MC
27 August
116 Trophy, Classic Stock Hatch, Clio Sport, Locost, Sports 1000, Type R Trophy

Oulton Park MSVR
27 August
7 Race Series (1600, 420R), Bernie's V8s, Historic Outlaws, Monoposto

Oulton Park CSCC
29 August
Classic K, Future Classics, Modern Classics, New Millennium, Open Series, Swinging Sixties, Tin Tops, Turbo Tin Tops

Castle Combe CCRC
29 August
CCRC (FF1600, GTs, Hot Hatch, Saloons), Dave Allan Trophy, HRDC (Classic Alfa Challenge, Dunlop Allstars, Jack Sears Trophy)

Donington Park CTA
29 August
Civic Cup, TCR UK, Time Attack

British Rallycross Championship
Round 4/5
Pembrey, Wales
27-28 August

FROM THE ARCHIVE

Jim Clark holds his Lotus-Climax 25 in a sublime drift during the 1963 British Grand Prix at Silverstone. The Scotsman set the pace throughout practice, securing pole position by two tenths of a second ahead of Dan Gurney's Brabham-Climax BT7. Things didn't go quite to plan at the start of the race, when he dropped to fifth place, but by the end of lap four he was back in control, pulling out a lead that was to prove untouchable. His winning margin of 25.8s over John Surtees's Ferrari 156 fails to fully reflect his dominance, as he had eased up over the final laps due to concerns over fuel consumption.

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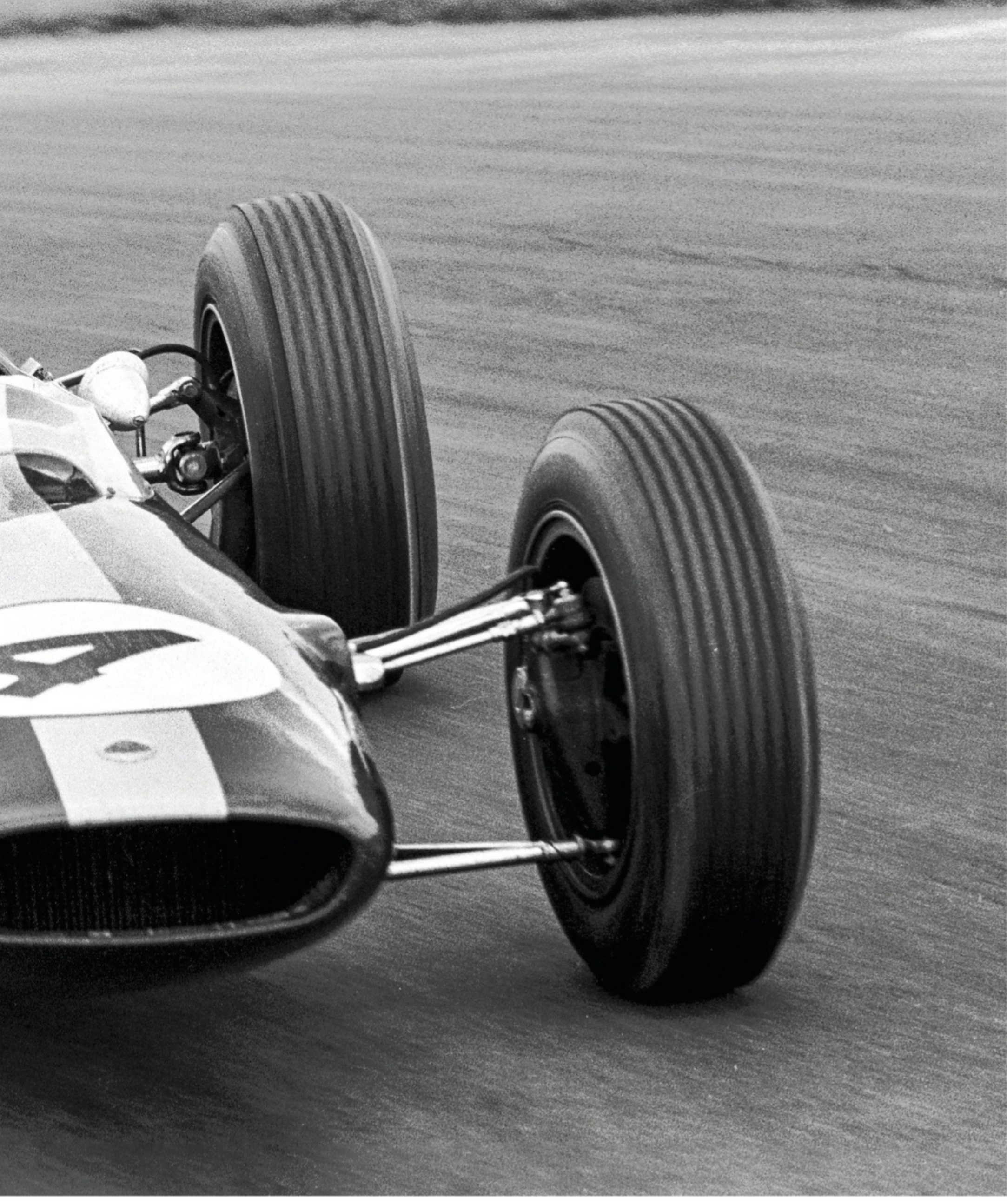

motorsport IMAGES

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INSET: ROMAN RAETZKE

"I don't have to think for a second," is two-time Le Mans 24 Hours winner Hans-Joachim Stuck's response when asked for his favourite car. That it is the Porsche 962 should come as little surprise.

The tall German pedalled factory-run 962s to back-to-back wins at the Circuit de la Sarthe in 1986 and 1987, and claimed two of his three Sebring 12 Hours victories with Bob Akin and Bayside Disposal-run examples of the iconic machine. He and Derek Bell claimed three wins aboard the 962 during their 1985 World Endurance Championship title-winning season, while Stuck also shone in a sprint setting with the 962, claiming titles in the shortlived Supercup series in 1986 and 1987.

"The combination of this car, the power, the downforce, the driveability was just fantastic," says Stuck, who recently finished on the podium in a DTM Classic race at the Norisring aged 71. "To drive this car in the corners was really fantastic.

"I just had my 1987 Le Mans-winning car completely refurbished from Porsche and when I drive it once in a while, it's like coming home."

Stuck singles out his first Le Mans triumph in 1986 with Bell and Al Holbert as his favourite memory of the car with which he is most closely associated, "having definitely the most kilometres of all drivers in this car". "It's a goosepimple moment I still have now," says the starter of 74 Formula 1 grands prix of a race overshadowed by the death of hard-charging Austrian Jo Gartner on the pre-chicane Mulsanne Straight aboard a Kremer 962 in the early hours.

Stuck counts himself "very lucky" that he escaped the fate of Manfred Winkelhock, Stefan Bellof and Gartner — with whom Stuck had combined to win at Sebring in 1986 — as the car was prone to occasional tyre problems that left its drivers helpless. But, in quiet moments, he admits that his mind will still wander back to the cockpit of Weissach's most famous prototype.

"Definitely, when you have a day not so good, it happens sometimes," he says. "You lay down and start thinking, and I'm right away with Porsche 962!"

JAMES NEWBOLD & SVEN HAIDINGER

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